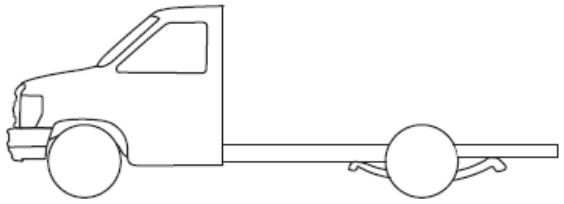
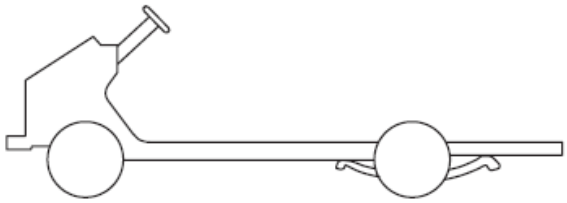
DO NOT DESTROY: THIS MANUAL IS REQUIRED BY LAW. KEEP UNTIL THE VEHICLE IS COMPLETED BY THE FINAL STAGE MANUFACTURER.

2025
E-SERIES
INCOMPLETE VEHICLE MANUAL

Incomplete Vehicle Types For This Manual



E-SERIES CUTAWAY



E-SERIES STRIPPED CHASSIS

September 2023

▽ SC24-19A268-AA

U.S. & CANADIAN MOTOR VEHICLE SAFETY STANDARDS

(Application By Vehicle Type—For Reference)

Standard Number	Title of Standard	Vehicle Type					Equipment (1)
		Truck (Not Walk-in Van)	Truck (Walk-in Van)	MPV	Bus (Not School Bus)	School Bus	
101	Controls and Displays	X	X	X	X	X	
102	Transmission Shift Lever Sequence, Starter Interlock and Transmission Braking Effect	X	X	X	X	X	
103	Windshield Defrosting and Defogging Systems	X	X	X	X	X	
104	Windshield Wiping and Washing Systems	X	X	X	X	X	
105	Hydraulic and Electric Brake Systems	X	X	X	X	X	
106	Brake Hoses	X	X	X	X	X	X
108	Lamps, Reflective Devices and Associated Equipment	X	X	X	X	X	X
111	Rear Visibility	X	X	X	X	X	
113	Hood Latch System	X	X	X	X	X	
115	Vehicle Identification Number (Canada only)	X	X	X	X	X	
116	Motor Vehicle Brake Fluids	X	X	X	X	X	X
119 (2)	New Pneumatic Tires for Motor Vehicles with a GVWR of More Than 4,536 Kilograms (10,000 pounds) and Motorcycles						X
120	Tire Selection and Rims and Motor Home / Recreation Vehicle Trailer Load Carrying Capacity Information for Motor Vehicles with a GVWR of More Than 4,356 Kilograms (10,000 Pounds)	X	X	X	X	X	X
124	Accelerator Control Systems	X	X	X	X	X	
131	School Bus Pedestrian Safety Devices (except Multifunction School Activity Bus)					X	
205	Glazing Materials	X	X	X	X	X	X
206	Door Locks and Door Retention Components	X	X	X			X
207	Seating Systems	X	X	X	X	X	
208	Occupant Crash Protection	X	X	X	X	X	X
209	Seat Belt Assemblies	X		X	X	X	X
210	Seat Belt Assembly Anchorages	X	X	X	X	X	
210.1	User-Ready Tether Anchorages for Restraint Systems and Booster Seats (Canada only)					X	
210.2	Lower Universal Anchorage Systems for Restraint Systems and Booster Seats (Canada only)					X	
213	Child Restraint Systems (U.S. only)	X	X	X	X	X	X
213.4	Built-In Restraint Systems and Built-In Booster Seats (Canada only)	X	X	X	X	X	X
217	Bus Emergency Exits and Window Retention and Release				X	X	
220	School Bus Rollover Protection					X	
221	School Bus Body Joint Strength					X	
222	School Bus Passenger Seating and Crash Protection					X	
301	Fuel System Integrity					X	
301.1	LPG Fuel System Integrity (Canada only)	X		X			
301.2	CNG Fuel System Integrity (Canada only)	X		X			
302	Flammability of Interior Materials	X	X	X	X	X	
303	Fuel System Integrity of Compressed Natural Gas Vehicles (U.S. only)					X	
304	Compressed Natural Gas Fuel Container Integrity (U.S. only)	X	X	X	X	X	
403	Platform Lift Systems for Motor Vehicles						X
404	Platform Lift Installations in Motor Vehicles	X	X	X	X	X	
PART 393.67	Parts and Accessories Necessary for Safe Operation – Liquid Fuel Tanks		X				X
PART 565 / 565.13	Vehicle Identification Number (VIN) Requirements (U.S. only)	X	X	X	X	X	
PART 567	Certification (Label Content & Location)	X	X	X	X	X	
1106	Noise Emissions (Canada only)	X	X	X	X	X	

1) *This column identifies Standards that have equipment/component requirements.*
2) *Canadian 119 requirements are found in the Motor Vehicle Tire Safety Standards*

GENERAL INFORMATION

Information in this section is provided pursuant to Title 49, Code of Federal Regulations, Part 568 – "Vehicles Manufactured in Two or More Stages", and Section 6 of the Canadian Motor Vehicle Safety Regulations (CMVSR) – "Vehicles Manufactured in Stages." Part 568 specifies that final stage manufacturers must complete vehicles in compliance with all applicable Federal Motor Vehicle Safety Standards and affix a label to each incomplete vehicle that is completed in accordance with 49CFR567.5. Section 6.6 of the CMVSR provides labeling requirements for vehicles that are to be sold in Canada.

DIRECTIONS

STATEMENTS OF CONFORMITY

The "Statements of Conformity" section of this manual lists the Federal Motor Vehicle Safety Standards in effect on the date of manufacture of this incomplete vehicle that are applicable to the type(s) of completed vehicles into which this incomplete vehicle may be manufactured. The date of vehicle manufacture is shown on the label affixed to the cover of this manual. These statements, in many cases, apply to specific types of incomplete or completed vehicles and identify GVWR and UVW weight ranges. These statements may be used and relied on by any intermediate and/or final stage manufacturer as a basis for certification.

The incomplete vehicle type is identified by the 5th, 6th, and 7th digits of the Vehicle Identification Number (VIN). The completed vehicle types to which this incomplete vehicle may appropriately be completed is printed on the label that is affixed to the cover of this document under the heading "May Be Completed As,". The Completed Vehicle Types chart on a following page identifies how various incomplete vehicles with an optional prep package or trim code may be completed.

Each statement of conformity is identified by a safety standard number located at the left margin. Because there may be multiple statements of conformity for each safety standard, use care to select the appropriate statement(s). Unique CMVSS requirements will be identified at the conclusion of the representations for a particular safety standard.

Compliance statements provided in this manual are of the three following types (49CFR568.4):

Type I A statement that the vehicle, when completed, will conform to the standard if no alterations are made in identified components of the incomplete vehicle.

Type II A statement of specific conditions of final manufacture under which the incomplete vehicle manufacturer specifies that the completed vehicle will conform to the standard.

Type III A statement that conformity with the standard cannot be determined based upon the components supplied on the incomplete vehicle, and that the incomplete vehicle manufacturer makes no representation as to conformity with the standard.

DEFINITION OF TERMS

The definitions of important terms used in this document can be found in the Ford General Body Builders Layout Book. Access the General BBLB via the web at https://fordbbas.com, select the "Publications" tab, expand the "Body Builder Layout Book" Section and type "general" in the search window. Check the Table of Contents for location of the Definitions within the document.

Some terms have an abbreviation that may be used throughout this publication.

IMPORTANT:

To rely on the compliance representations in this manual, the incomplete vehicles must be completed as one of the completed vehicle types designated on the label affixed to the cover of this manual, and must not exceed the specified GVWR, GAWRs, or the Unloaded Vehicle Weight limits when specified in this manual.

This vehicle was certified with a GVWR over 3856 kg [8500 lb.]. If the GVWR is modified to less than 3856 kg [8500 lb.], additional Federal and/or Canadian Motor Vehicle Safety Standards (F/CMVSS) may apply.

VEHICLE SPECIAL ORDER (VSO) VEHICLES

VSO vehicles can be identified by a number with the letters VSO in the lower right area of the Incomplete Vehicle Information Label which is affixed to the driver-door lock pillar. See the sample labels in Figure 1.

The Statements of Conformity section of this manual may include compliance representations for certain VSO vehicles – these vehicles would be identified in the Completed Vehicle Types chart. Other VSO vehicles may require additional Statements of Conformity, which would be included in a Supplement to this manual.

FORD BODY BUILDER ASSISTANCE

Throughout this Incomplete Vehicle Manual you will find reference to information found in the Ford *Body Builders Layout Books* which contain best practices (see the "General" BBLB) as well as specific recommendations and specifications (see the BBLB for the vehicle line in question) to assist subsequent stage manufacturers in completing incomplete vehicles. The Ford *Body Builders Layout Books* can be accessed via the web at https://fordbbas.com under "Publications".

The Ford Body Builder Advisory Service may be consulted regarding information contained in this manual via the following methods:

- Call (877) 840-4338
- E-mail via the web at https://fordbbas.com under "Contact Us".

FORD SERVICE PUBLICATIONS

Many Ford Service Publications are available by subscription via the web at www.motorcraft.com. As an alternative, the following publications are examples of resources available from Helm Incorporated; call: 1-800-782-4356

- Ford Truck Shop Manuals
- Ford Towing Manual
- Ford Electrical & Vacuum Trouble Shooting Manual
- Ford Wiring Diagram

TABLE OF CONTENTS

INTRODUCTION 3

U.S. & CANADIAN MOTOR VEHICLE SAFETY STANDARDS 4

GENERAL INFORMATION 5
- Directions 5

VEHICLE DESCRIPTION 6

COMPLETED VEHICLE TYPES 7

STATEMENTS OF CONFORMITY ..... 8 - 26

CANADIAN VEHICLES
- Vehicle Identification 27
- Canadian Radio Frequency Interference (RFI) 27
- Daytime Running Lamp (DRL) 27

EMISSIONS CERTIFICATION INFORMATION
- Vehicle Emission Control Information Label 28
- Frontal Area and Weight Restrictions 28
- Emission Control Hardware 28
- Unleaded Gasoline Label 28
- Warranty and Maintenance 28
- Exterior Noise 29
- Tampering with Noise Controls 29
- Evaporative Emissions 29
- High Altitude Requirements 29
- Malfunction Indicator Light (MIL) 29
- Ozone Depleting Substance (ODS) 29
- California Fuel Vapor Recovery 29
- California Motor Vehicle Emission Control Label 30
- Radio Frequency Interference (RFI) 30
- Green House Gas (GHG) Refrigerant Regulation 31

INTRODUCTION

Information in this manual is furnished pursuant to United States and Canadian safety regulations or, in some cases where the information is not required by regulation, is furnished for the convenience of intermediate and final stage vehicle manufacturers. Incomplete vehicles manufactured for sale or importation into the U.S. are specially equipped for the United States. The descriptions and statements contained in this manual relate only to motor vehicle safety standards issued under the National Traffic and Motor Vehicle Safety Act of 1966 as amended.

Incomplete vehicles manufactured for sale or importation into Canada are specially equipped for Canada. This vehicle conforms to the applicable Canadian Motor Vehicle Safety Standards (CMVSS) on the date of manufacture printed on the cover of this manual. Requirements unique to vehicles for use in Canada are identified in the “Statements of Conformity” and the “Canadian Vehicles” sections of this manual.

The “Emission Certification Information” section of this manual contains information regarding conformity to emission regulations of the United States, Canada, and the State of California, and to fuel economy regulations of the United States.

This manual should not be relied upon with respect to compliance with any regulation of the Federal Highway Administration or regulations issued pursuant to the Occupational Safety and Health Act (OSHA) or any other Federal, state, provincial, or local regulations governing the performance or construction of motor vehicles (except for those requirements shown in the “Emissions Certification Information” section of this manual under the headings “Unleaded Gasoline Label,” “Warranty and Maintenance,” and “Emission Control Information Label”). It is the responsibility of the final stage manufacturer to determine applicability and comply with any Federal, state, or local requirements not detailed in this manual.

IMPORTANT:

UNITED STATES VEHICLES

Ford Motor Company has endeavored, whenever possible, to state the specific conditions under which an incomplete vehicle may be completed to conform to each applicable Federal Motor Vehicle Safety Standard. These specific statements are intended to aid subsequent stage manufacturers in avoiding instances of inadvertent noncompliance to particular standards.

Note that the final responsibility for the compliance of the completed vehicle rests with the final stage manufacturer who is required by law to certify, as prescribed by Title 49, Code of Federal Regulations, Part 567.5, that the completed vehicle conforms to all applicable Federal Motor Vehicle Safety Standards and all applicable federal, state and California emission/ noise standards.

Ford Motor Company does not make any representation as to the appropriateness of modifications for any particular application other than expressly stated herein. Intermediate and final stage manufacturers must exercise proper engineering judgment to determine if a modification is appropriate for their specific application.

IMPORTANT:

UNITED STATES AND CANADIAN VEHICLES

Alterations to an incomplete vehicle by someone other than Ford Motor Company, or damage in transit, may affect compliance statements that are furnished in this manual, or representations that are printed on the label that may be affixed to a vehicle.

INCOMPLETE VEHICLE MANUAL COVER

The cover of this manual depicts the incomplete vehicle configurations for which compliance representations are contained in this manual. Also, a label is affixed to the cover which includes the Vehicle Identification Number (VIN) for the specific vehicle to which this manual belongs. The label identifies the following information which pertains only to the vehicle with the corresponding VIN:

- GVWR
- Front and rear GAWRs
- Tire and wheel size
- Cold tire inflation pressure (kPa/PSI)
- Completed vehicle type(s) into which the incomplete vehicle may be manufactured
- Optional prep package when the vehicle is so equipped

INCOMPLETE VEHICLE INFORMATION LABEL

All incomplete vehicles represented in this manual and manufactured by Ford Motor Company will have an Incomplete Vehicle Information Label provided as follows:

- For E-Series Cutaways, the label will be affixed to the driver-door lock pillar.
- For E-Series Stripped Chassis, the label will be affixed to the front structure and a second label will be provided to be permanently affixed by the subsequent stage manufacturer in an acceptable location per 49CFR567.4

Samples of typical labels are shown in Figure 1.

The 5th, 6th, and 7th positions of the Vehicle Identification Number (VIN) will identify the incomplete vehicle type. These three positions are used in the Completed Vehicle Types chart.

The California Air Resources Board (CARB) requires a Vehicle Identification Number (VIN) Label having a noncontact barcode reading wand capability. The barcode located directly below the VIN on the Incomplete Vehicle Information Label, when provided, will comply with this regulation.

The Canadian Motor Vehicle Safety Act and Regulations require installation of an Incomplete Vehicle Information Label with the National Safety mark on it on vehicles manufactured for sale in Canada. A sample of a typical label is shown in Figure 1.

OPTIONAL PREP PACKAGES

Incomplete vehicles produced by Ford Motor Company, in some instances, are equipped with an optional prep package.

- E-Series optional prep packages include the Ambulance Prep, School Bus Prep, Multi-function School Activity Bus Prep (MFSAB), Motorhome Prep, and Shuttle Bus Prep.

The Completed Vehicle Types chart on the following page will identify incomplete vehicles and an optional prep package or trim code that may be required by Ford Motor Company if final stage manufacturers wish to rely on the Statements of Conformity or, in some cases, preserve the Ford Motor Company new vehicle warranty.

If an incomplete vehicle is equipped with an optional prep package, both the Incomplete Vehicle Information Label affixed to the vehicle and the label on the front of this manual will identify the prep package.

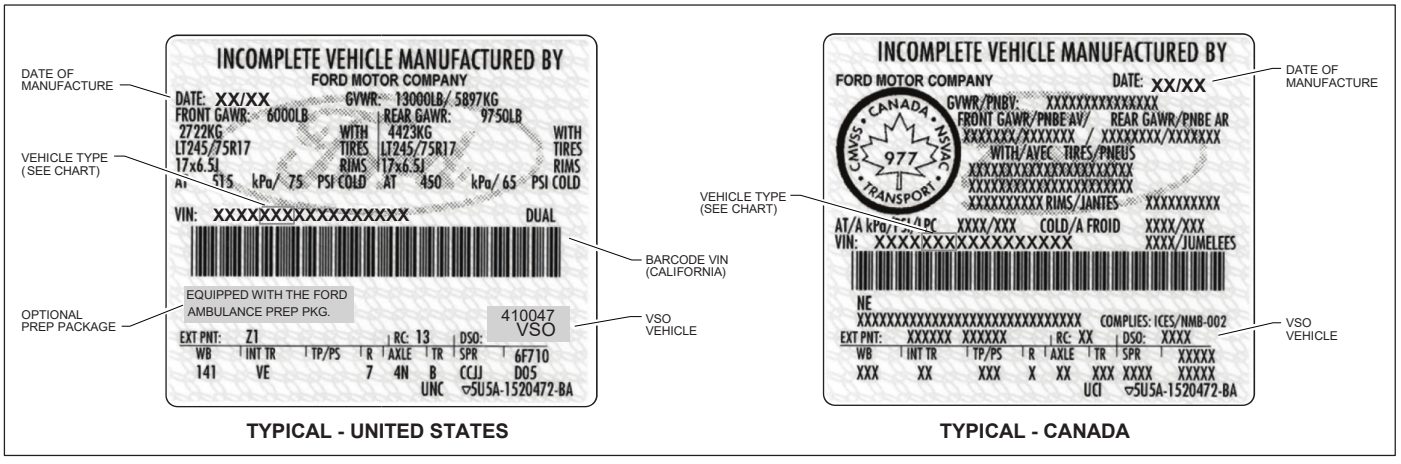


FIGURE 1 - SAMPLE INCOMPLETE VEHICLE INFORMATION LABELS

COMPLETED VEHICLE TYPES

5TH, 6TH, 7TH VIN DIGIT	INCOMPLETE VEHICLES	COMPLETED VEHICLES					
		TRUCK	TRUCK (WALK - IN VAN)	MPV	MPV (AMBULANCE)	BUS (NOT SCHOOL BUS)	SCHOOL BUS
E-SERIES							
E3F	E-350 Super Duty Cutaway	X		3	1	4	2,5
E3K	E-350 Super Duty Stripped Chassis		X	3			
E4F	E-450 Super Duty Cutaway	X		3	1	4	2,5
E4K	E-450 Super Duty Stripped Chassis		X				

IMPORTANT:

Ford Motor Company makes no representation that the completed vehicle types listed above are the only vehicle types appropriate for the incomplete vehicles listed. However, if a unit is completed as a vehicle type other than as listed above, the Statements of Conformity may not be applicable.

1) Ambulance Prep Package

2) School Bus Prep Package

3) Motorhome Prep Package

4) *Shuttle Bus Prep Package*

5) *Multifunction School Activity Bus (MFSAB) Prep Package*

STATEMENTS OF CONFORMITY

The following Statements of Conformity apply to vehicles that are produced for sale or importation into the United States or Canada. The term “Incomplete Vehicle Types” in these statements refers to the types of the vehicles depicted on this manual’s cover and listed in the chart on the previous page.

The number preceding each Statement of Conformity refers to the number designation for a Part or a Section of Part 571 of the Federal Motor Vehicle Safety Standard.

The statements provided for each safety standard number are appropriate compliance representations for each Canadian safety standard number if this incomplete vehicle, identified by the VIN on the front of the document, was manufactured by Ford Motor Company for sale or use in Canada, except as may be noted at the conclusion of each safety standard number.

101 The statement below is applicable to the following incomplete vehicle type <u>when equipped with a driver seat</u>:

- **Cutaway**

This vehicle, when completed, will conform to Standard 101, Controls and Displays, if:

- The controls, displays, and their identifications supplied by Ford Motor Company are not removed, relocated, altered, or modified.
- The components, wiring, and power supply installed by Ford Motor Company to illuminate any control, display, or their identification are not removed or altered so as to affect lighting performance.
- Components added to the vehicle do not obstruct the driver’s ability to operate or visually locate the controls, displays, and their identifications.
- The driver-seat is not replaced, relocated, or modified other than for the addition of seat trim.

Any controls, displays, and illumination added to this vehicle must conform to the requirements of this Standard.

101 The statement below is applicable to the following incomplete vehicle type <u>with no driver seat</u>:

- **Cutaway**

This vehicle, when completed, will conform to Standard 101, Controls and Displays, if:

- The Seating Reference Point and the seat back torso angle of the driver-seat when completed or installed by a subsequent stage manufacturer are located as shown in the Figure 6.
- The controls, displays, and their identifications supplied by Ford Motor Company are not removed, relocated, altered, or modified.
- The components, wiring, and power supply installed by Ford Motor Company to illuminate any control, display, or their identification are not removed or altered so as to affect lighting performance.
- Components added to the vehicle do not obstruct the driver’s ability to operate or visually locate the controls, displays, and their identifications.

Any controls, displays, and illumination added to this vehicle must conform to the requirements of this Standard.

WARNING:

Do not wrap the brake lines with any material that could cause water, dirt, sand or other foreign material to accumulate around the lines, potentially resulting in brake line damage or corrosion.

101 The statement below is applicable to the following incomplete vehicle type:

- **Stripped Chassis**

This vehicle, when completed, will meet the identification color, and illumination requirements of Standard 101, Controls and Displays, based upon the components supplied by Ford Motor Company. However, component location and visibility requirements are the responsibility of the final stage manufacturer; accordingly, Ford Motor Company makes no representation as to conformity to the component location and visibility requirements of this Standard.

102 The statement below is applicable to the following incomplete vehicle type:

- **Cutaway**

This vehicle, when completed, will conform to Standard 102, Transmission Shift Lever Sequence, Starter Interlock, and Transmission Braking Effect, if no alterations or adjustments are made to the transmission, shift cable, transmission outer shift lever, shift cable bracket, vacuum tubes, vacuum pump system, brake-shift interlock system, starter interlock system, wiring circuit from the interlock switch to the power source, and transmission gear selector indicator (PRNDL).

If an auxiliary transmission is added to this vehicle, it must conform to the requirements of this Standard.

102 The statement below is applicable to the following incomplete vehicle type:

- **Stripped Chassis**

This vehicle, when completed, will conform to Standard 102, Transmission Shift Lever Sequence, Starter Interlock, and Transmission Braking Effect, if:

- No alterations or adjustments are made to the transmission, shift cable, transmission outer shift lever, shift cable bracket, vacuum tubes, vacuum pump system, brake-shift interlock system, the starter interlock system, and wiring circuit (except as noted below) from the interlock switch to the power source.
- The E-Series Stripped Chassis is equipped with a temporary transmission gear selector indicator (PRNDL) which must be removed prior to completion of the vehicle.
- After installing, securing, and connecting the Smart Power Distribution Junction Box (SPDJB), a short jumper with a Removal tag that is connected to the steering column must be removed. This jumper allows brake shift interlock function until after the installation of the SPDJB. The exposed harness connection is to then be mated to the brake shift interlock solenoid on the steering column, and the function is to be verified in all ignition states.

If an auxiliary transmission is added to this vehicle, it must conform to the requirements of this Standard.

103 The statement below is applicable to the following incomplete vehicle type:

- **Cutaway**

This vehicle, when completed, will conform to Standard 103, Windshield Defrosting and Defogging Systems, if no alterations or adjustments are made to heater and blower assemblies, ducting, operating controls, electrical circuit from the blower assembly to the power source, windshield, coolant hoses from the radiator or engine to the heater, and if no obstructions are added that restrict or otherwise redirect the air flow from the defroster outlets to the windshield.

103 The statement below is applicable to the following incomplete vehicle type:

- **Stripped Chassis**

Conformity with Standard 103, Windshield Defrosting and Defogging Systems, cannot be determined based upon the components supplied on this incomplete vehicle; accordingly, Ford Motor Company makes no representation as to conformity with this Standard.

104 The statement below is applicable to the following incomplete vehicle type:

- **Cutaway**

This vehicle when completed, will conform to Standard 104, Windshield Wiping and Washing Systems, if no alterations are made to the windshield, the windshield wiping and washing system including the electrical circuit from the windshield wiping and washing motors to the power source, and if no obstructions are added that restrict or otherwise redirect fluid flow from the washer nozzles to the windshield.

104 The statement below is applicable to the following incomplete vehicle type:

- **Stripped Chassis**

Conformity with Standard 104, Windshield Wiping and Washing Systems, cannot be determined based upon the components supplied on this incomplete vehicle; accordingly, Ford Motor Company makes no representation as to conformity with this Standard.

NOTE:

CG Restrictions listed in the Statements of Conformity in this manual are only intended to ensure the completed vehicle will meet the applicable F/CMVSS standard for which they are listed. The location of vehicle CG is also a significant factor in the stability and handling of the vehicle. It is the responsibility of the final stage vehicle manufacturer to ensure that the vehicle achieves acceptable stability and handling performance in all loading conditions.

105 INFORMATION

Reference information that may be helpful for center of gravity calculations is available on the Ford Body Builders Advisory Service (BBAS) website https://fordbbas.com, under "Publications". The program specific *Body Builder Layout Books* (BBLBs) contain chassis base curb weights, GAWR, CG locations and dimensional information. The Accessory weights are listed in the Ford eSourceBook, which can be found under "Vehicle Specifications". The “General” BBLB contains definitions, calculations and testing methods regarding vehicle center of gravity.

105 The statement below is applicable to all incomplete vehicle types:

This vehicle, when completed, will conform to Standard 105, Hydraulic and Electric Brake Systems, if:

- No alterations, modifications, or replacements are made to the following:
  - Service or parking brake system
  - Antilock brake system
  - Vacuum system
  - Wheels and tires
  - Brake system indicator lamp and wiring
  - Brake system reservoir labeling; label is not to be obstructed by additional under hood components
  - Suspension ride height or spring rate
  - Hydro-boost system
  - Power steering pump and lines if used with Hydro-boost
  - Engine belt drive system
- Additional sound deadener or rustproofing material applied to the vehicle must not interfere with the proper parking brake cable function.
- The service or parking brake pedal assembly operation is not restricted by any alteration or added components.
- No part of add-on equipment, i.e., toolboxes, flatbed attaching brackets, etc., can interfere with proper movement of parking brake cables or airflow to rear brake assemblies.
- The maximum GAWR's and GVWR, as identified on the cover of this document, are not exceeded.
- The Vertical Center of Gravity of the completed vehicle (CG_v) in any loading condition must fall within the range defined by the equations in Table 1 for the applicable chassis configuration.

It is recommended that the Vertical Center of Gravity of the completed vehicle (CGv) not exceed 37 inches from the ground for School Bus and 48 inches for all other completed vehicle types in any loading condition.

TABLE 1
CENTER OF GRAVITY LIMITATIONS FOR COMPLETED VEHICLES

GVWR	Chassis Configuration	Maximum CG_v (in) (1)(2)	Minimum CG_v (in) (1)(2)
All	All	(4.55 * CG_h) - (1.61 * WB)	(4.55 * CG_h) - (3.35 * WB)

(1) Completed Vehicle Vertical CG (CG_v) as measured from the ground
(2) Completed Vehicle Horizontal CG (CG_h as measured from the Centerline of the Front Axle, and Wheelbase (WB) must be expressed in Inches when used in the equations.

TABLE 2
FMVSS 108 LIGHTING EQUIPMENT

Item		Completed as Truck, MPV, Bus or School Bus Width 2032 mm [80 in] or more
Headlamps with Hi/Lo beam switching (1)		S/R
Daytime Running Lamps (when provided)		N/S/R (2)
Tail Lamps		R
Stop Lamps		R
Center High Mounted Stop Lamp (CHMSL)		N
License Plate Lamps		R
Reflex Reflectors	- Side Front - Side Rear - Rear	S/R R R
Side Marker Lamps	- Front - Rear	S/R R
Back-Up Lamps		R
Turn Signal Lamps	- Front - Rear	S/R R
Turn Signal Operating Unit		S
Turn Signal Flasher (3)		S
Vehicular Hazard Warning Signal Operating Unit		S
Vehicular Hazard Warning Signal Flasher		S
Identification Lamps	- Front - Rear	R R
Clearance Lamps	- Front - Rear	R (4) R
Parking Lamps		N
School Bus Lamps and Switches (School Bus except Multifunction School Activity Bus)		R

S Required on completed vehicle and supplied with the incomplete vehicle.

R Required on completed vehicle and <u>not</u> supplied with the incomplete vehicle.

N Not required for completed vehicle.

---

1) Due to variations in finished vehicle attitude, headlights should be aimed after all modifications are completed.

2) Required on Canadian vehicles; optional on U.S. vehicles.

3) Turn signal flasher function is contained within the Body Control Module features. All Chassis Cab vehicles, including Pickup Box Deletes, are configured to provide the function of a variable-load turn signal flasher. Turn signal lamp failure indication is not supplied with the incomplete vehicle and will be required if the completed vehicle does not meet the exemption criteria in S9.3.6 of FMVSS 108.

4) Cab-mounted clearance lamps, if supplied, may not adequately indicate overall width of the vehicle per F/CMVSS 108; additional clearance lamps may be required on the Second Unit Body if the SUB is higher than the cab.

106 The statement below is applicable to all incomplete vehicle types:

The vehicle, when completed, will conform to Standard 106, Brake Hoses, if the brake hose assemblies supplied by Ford Motor Company are not removed, relocated, altered, or modified, and if no brake hose assemblies are added.

108 The statement below is applicable to the following incomplete vehicle type:

- **Cutaway**

No additional components may be added to the vehicle which block access to the headlamp aiming devices, as provided by Ford Motor Company, if removing them requires the use of tools.

Daytime Running Lamps (DRL's): Vehicles for sale or use in Canada are equipped with DRL's that meet CMVSS 108 DRL requirements; DRL's, when provided on an incomplete vehicle, also meet FMVSS 108 specifications.

Conformity with Standard 108, S12, Headlamp Concealment Devices, cannot be determined based upon the components supplied on this incomplete vehicle; accordingly, Ford Motor Company makes no representation as to conformity with this section of the Standard.

108 The statement below is applicable to the following incomplete vehicle type:

- **Cutaway**

This vehicle, when completed, will conform to Standard 108, Lamps, Reflective Devices, and Associated Equipment, if all the required lighting equipment as indicated in Table 2 (identified by the codes D, R and S) is designed and installed in accordance with the requirements of Standard 108 and the directions contained in this compliance manual. Additionally, if the completed vehicle overall length is 9.14 meters [30 feet] or more, intermediate side marker lamps and reflex reflectors (not supplied by Ford Motor Company) are also required for compliance with Standard 108.

The items of equipment which are supplied by Ford Motor Company (identified by the code S in Table 2) are designed and installed to conform to all the applicable requirements of Standard 108. The completed vehicle, with these components installed, will conform to Standard 108 if the subsequent stage manufacturer does not remove, relocate, replace or modify such equipment or modify the power supply or wiring to such equipment, and does not complete the body in such a configuration as to impair the conformity to the photometric and/or visibility requirements of the installed lamps and reflective devices.

Specific requirements for the fitment of lighting and associated equipment are listed by incomplete vehicle type in Table 2.

Lamps, reflective devices, and associated equipment necessary to complete the vehicle from an incomplete vehicle stage must conform to the equipment, location, activation, visibility, photometric and performance requirements of Standard 108 and to the applicable SAE standards or recommended practices referenced or sub-referenced in this Standard.

All electrical equipment added to the vehicle by subsequent stage manufacturers must conform to the practices set forth in the "Electrical System" Section of the *Ford General Body Builders Layout Book*, which can be found at https://fordbbas.com, under "Publications".

108 The statement below is applicable to the following incomplete vehicle type:

- **Stripped Chassis**

Conformity with Standard 108, Lamps, Reflective Devices, and Associated Equipment, cannot be determined based upon the components supplied on this incomplete vehicle; accordingly, Ford Motor Company makes no representation as to conformity with this standard.

108 Canadian Requirements:

The preceding statements for Standard 108 are appropriate compliance representations for CMVSS 108, Lighting System and Retroreflective Devices, if this vehicle is manufactured for sale and use in Canada, provided:

- No component of the supplied Daytime Running Lamp (DRL) system is removed, relocated, or modified.

111 The statement below is applicable to all incomplete vehicle types <u>when not equipped with outside mirrors</u>:

Conformity with Standard 111, Rear Visibility, cannot be determined based upon the components supplied on this incomplete vehicle; accordingly, Ford Motor Company makes no representation as to conformity with this Standard.

111 The statement below is applicable to all incomplete vehicle types <u>when equipped with OEM outside mirrors</u>:

This vehicle, when completed, will conform to Standard 111, Rear Visibility, S7 as relates to outside mirrors, if:

- The mirrors and their mounts as supplied by Ford Motor Company are not removed, relocated, replaced, nor altered.
- No structural modifications are made to the body which would affect the stability of the mirror mounts.
- Any modifications or additions made to the incomplete vehicle must not adversely affect the driver's view to the rear in the outside mirrors along both sides of the vehicle.

113 The statement below is applicable to the following incomplete vehicle type:

- **Cutaway**

This vehicle, when completed, will conform to Standard 113, Hood Latch Systems, if the hood latch system as provided by Ford Motor Company is not removed or altered.

113 The statement below is applicable to the following incomplete vehicle type:

- **Stripped Chassis**

Conformity with Standard 113, Hood Latch System, cannot be determined based upon the components supplied on this incomplete vehicle; accordingly Ford Motor Company makes no representation as to conformity with this Standard.

115 Canadian Requirements:

The statements for Part 565 are appropriate compliance representations for CMVSS 115, Vehicle Identification Number, if this incomplete vehicle was manufactured for sale or use in Canada.

116 The statement below is applicable to all incomplete vehicle types:

This vehicle, when completed, will conform to Standard 116, Motor Vehicle Brake Fluids, provided any brake fluid added or replaced conforms to the appropriate DOT specification labeled on the brake master cylinder and contaminants are not introduced into the hydraulic brake system.

119 The statement below is applicable to all incomplete vehicle types:

All tires supplied by Ford Motor Company are in full conformity with Standard 119, New Pneumatic Tires for Motor Vehicles with a GVWR of More Than 4536 Kilograms (10,000 Pounds) and Motorcycles.

If additional tires are installed, or the existing tires are replaced by subsequent stage manufacturers, they must conform to the requirements of Standard 119.

120 The statement below is applicable to all incomplete vehicle types:

This vehicle, when completed, will conform to the tire and rim selection requirements of Standard 120, Tire Selection and Rims and Motor Home / Recreation Vehicle Trailer Load Carrying Capacity Information for Motor Vehicles with a GVWR of More Than 4536 Kg (10,000 Pounds), if:

- The tire and rim assemblies are not removed, altered, or replaced.
- The Incomplete Vehicle Information Label that is either provided with the incomplete vehicle or affixed to the vehicle is not removed.

The final stage manufacturer also must, in accordance with the requirements of Standard 120 and Part 567 of Title 49, Code of Federal Regulations (Section 6.6 of the Canadian Motor Vehicle Safety Regulations), affix a Certification (Compliance) label to the completed vehicle indicating tire size, rim size, cold inflation pressure, and the gross axle weight ratings. This information is provided on the label that is affixed to the cover of this manual.

124 The statement below is applicable to all incomplete vehicle types:

This vehicle, when completed, will conform to Standard 124, Accelerator Control Systems, if:

- No alterations are made to the accelerator pedal, mounting hardware, adjustable pedal mechanism, or other components of the accelerator control system as installed by Ford Motor Company.
- No equipment is added nor existing equipment modified which would restrict operation of the accelerator control system.
- No alterations are made to the Pedal Position Sensor and all associated hardware and wiring.

131 The statement below is applicable to the Cutaway when equipped with the School Bus Prep Package and completed as a School Bus:

Conformity with Standard 131, School Bus Pedestrian Safety Devices, cannot be determined based upon the components supplied on this incomplete vehicle. Accordingly, Ford Motor Company makes no representation as to conformity with this Standard.

205 The statement below is applicable to the following incomplete vehicle type:

- **Cutaway**

This vehicle, when completed, will conform to Standard 205, Glazing Materials, if no alterations to, or replacements of, the installed glazing materials are made, and if additional glazing material installed by a subsequent stage manufacturer conforms to the requirements of Standard 205.

205 The statement below is applicable to the following incomplete vehicle type:

- **Stripped Chassis**

Conformity with Standard 205, Glazing Materials, cannot be determined based upon the components supplied on this incomplete vehicle: accordingly, Ford Motor Company makes no representation as to conformity with this Standard.

206 The statement below is applicable to the following incomplete vehicle type when completed as a Truck:

- **Cutaway**

This vehicle, when completed, will conform to Standard 206, Door Locks and Door Retention Components, if no alterations or adjustments are made to the door, door pillar structure, door locks, door latches, striker plates, hinges, and attaching hardware as installed by Ford Motor Company.

Any door added to this vehicle by a subsequent stage manufacturer must be equipped with door locks and door retention components that conform to the requirements of Standard 206.

206 The statement below is applicable to the following incomplete vehicle type when completed as a Truck:

- **Stripped Chassis**

Conformity with Standard 206, Door Locks and Door Retention Components, cannot be determined based upon the components supplied on this incomplete vehicle; accordingly, Ford Motor Company makes no representation as to conformity with this Standard.

207, 208, 209 and 210 INFORMATION

For additional information to assist in designing seats, seat belt systems, and seat belt anchorages that comply with Standard 207, 208, 209, and 210 applicable to incomplete Cutaway vehicles with no front seats provided by Ford Motor Company, refer to the Design Recommendation section of the *Ford General Body Builders Layout Book* for Seat and Lap & Shoulder Belt System information that is in addition to the statements which follow.

NOTE: The Cutaway, when equipped with seat delete option, will include both front seat pedestals, pretensioner restraint systems, seat tracks, and a temporary driver's seat. The pretensioner restraint system is attached to the seat track. Therefore, the completed seat assembly must comply with the requirements of Standard 207 and 210.

207 The statement below is applicable to the following incomplete vehicle type <u>when equipped with trimmed front seats</u>:

- **Cutaway**

This vehicle, when completed, will conform to Standard 207, Seating Systems, if no alterations are made to the seat assemblies, their anchorages, the floor pan, or floor pan reinforcements. Any seating system added to this vehicle must conform to applicable requirements of Standard 207. When the Cutaway is completed as a school bus, see Standard 222 also.

If the front seat attaching hardware is removed for any reason, it must be reinstalled to the specifications in Figure 2.

207 The statement below is applicable to the following incomplete vehicle type <u>when equipped with untrimmed front seats</u>:

- **Cutaway**

This vehicle, when completed, will conform to Standard 207, Seating Systems, if:

- No changes or modifications are made to the front seat frames, latches, hardware, and padding.
- The weight of each completely trimmed front seat does not exceed the value in Table 3.
- No modifications are made to the floor pan in the area of the front seat attachments.
- The front seat and seat belt anchorages are not relocated.

If the front seat attaching hardware is removed for any reason, it must be reinstalled to the specifications in Figure 2.

Any seating systems added to this vehicle must conform to the applicable requirements of this Standard.

207 The statement below is applicable to all incomplete vehicle types <u>with no front seats</u>:

Conformity with Standard 207, Seating Systems, cannot be determined based upon the components supplied on this incomplete vehicle; accordingly, Ford Motor Company makes no representation as to conformity with this Standard.

TABLE 3
E-SERIES COMPLETED UNTRIMMED SEAT WEIGHT

Description	Maximum Weight (kg) [lb.]	
	Driver-Side	Passenger-Side
E-Series Captain's Chair - Manual Tracks	26.8 [59.0]	27.7 [61.0]
E-Series Captain's Chair - Manual Tracks - Manual Lumbar	28.2 [62.0]	30.9 [68.0]
E-Series Captain's Chair - Power Tracks - Manual Lumbar	30.9 [68.0]	N/A

208 NOTE

An RCM (crash sensor and restraints control module) is located under the driver's seat. Care must be used to avoid damage to the RCM and sensor wiring during removal or reinstallation of the driver's seat. Refer to Figures 3A - 3C.

208 The statement below is applicable to the following incomplete vehicle type <u>when equipped with untrimmed front seats</u> or <u>seat delete option</u>:

- **Cutaway**

This vehicle, when completed, will conform to Standard 208, Occupant Crash Protection, if:

- The seat belt components installed by Ford Motor Company are not removed, relocated, altered, or modified. If the seat belt components are temporarily removed for any reason, they are reinstalled to the specifications for E-Series shown in Figure 2 and Figure 4.
- After the front seats and B-pillar trim are installed, the seat belt system components comply with:
  - Adjustment requirements specified by Section 7.1 as these requirements apply to seat belt fit, to the intersection of the upper torso belt with the lap belt, and to child seat lockability, and
  - Latch mechanism requirements specified by Section 7.2 as these requirements apply to the accessibility of seat belt components, and
  - Latch plate access, retraction, seat belt guides, and hardware requirements specified by Section 7.4 as these requirements apply to comfort and convenience requirements of the seat belt system.
- No actions are taken which would impair the integrity of the seat belt systems and the seat belt warning system.
- The Air Bag Supplemental Restraint System as installed by Ford Motor Company (see Figures 3A - 3C) is not removed, relocated, modified or altered in any way. Ford technical bulletin procedures for relocating the floor-mounted restraints delete resistor and bracket may be followed for vehicles that have an option that deletes the front passenger restraint system.
- The Air Bag Supplemental Restraint System Information Labels that are affixed to the front sun visors are visible and not altered, modified, or removed.

Any seat belt assemblies added to this vehicle must conform to the applicable requirements of this Standard.

208 The statement below is applicable to the following incomplete vehicle type <u>when equipped with Ford trimmed front seats</u>:

- **Cutaway**

This vehicle, when completed, will conform to Standard 208, Occupant Crash Protection, if:

- The seat belt components installed by Ford Motor Company are not removed, relocated, altered, or modified.
- No actions are taken which would impair the integrity of the belt and seat belt warning systems. (A seat belt warning system is not required for a vehicle with a GVWR over 4536 kg [10,000 lb.] or for a bus).
- The Air Bag Supplemental Restraint System as installed by Ford Motor Company (see Figures 3A - 3C and 5) is not removed, relocated, modified or altered in any way.
- The Air Bag Supplemental Restraint System Information Labels that are affixed to the front sun visors are visible and not altered, modified, or removed. If the Air Bag Supplemental Restraint System Information Labels are not affixed to the front visors, but shipped in dunnage, the following is necessary to meet Standard 208:
  - The information label must be permanently affixed to each visor in an upright position readable from the driver's or passenger's seating position.
  - If the label is not visible when the visor is stored (up position), an Air Bag Alert Label shall be placed on the visible surface of the visor as specified in Section 4.5.1(c) of Standard 208.

Any seat belt assemblies added to this vehicle must conform to the applicable requirements of this Standard.

208 The statement below is applicable to the following incomplete vehicle type:

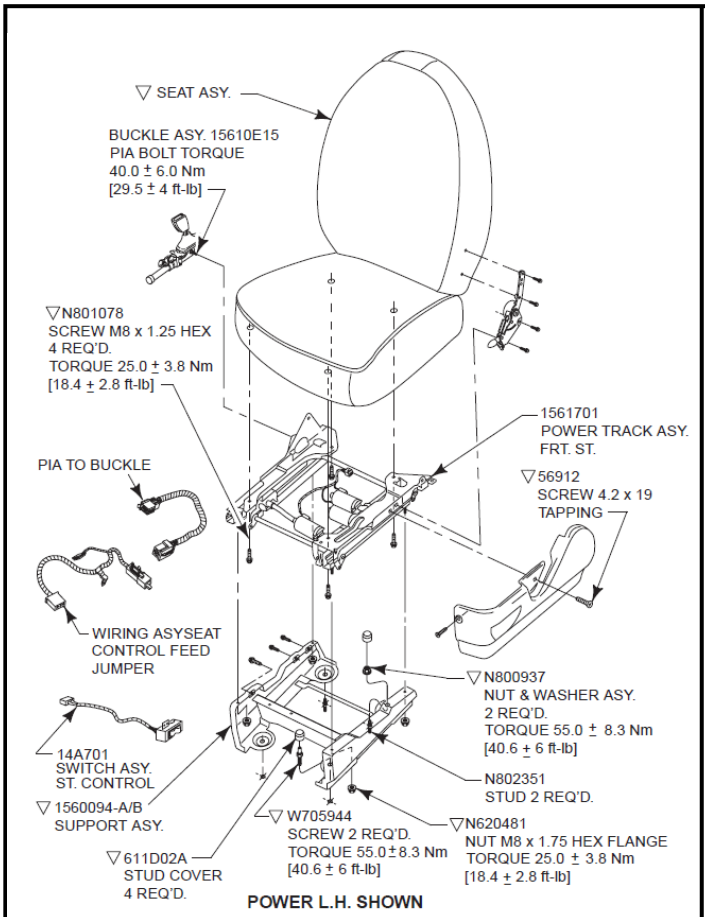
- **Stripped Chassis**

Conformity with Standard 208, Occupant Crash Protection, cannot be determined based upon the components supplied on this incomplete vehicle; accordingly, Ford Motor Company makes no representation as to conformity of this vehicle. Any seat belt assemblies added to this vehicle must conform to the applicable requirements of this Standard.

208 Canadian Requirements

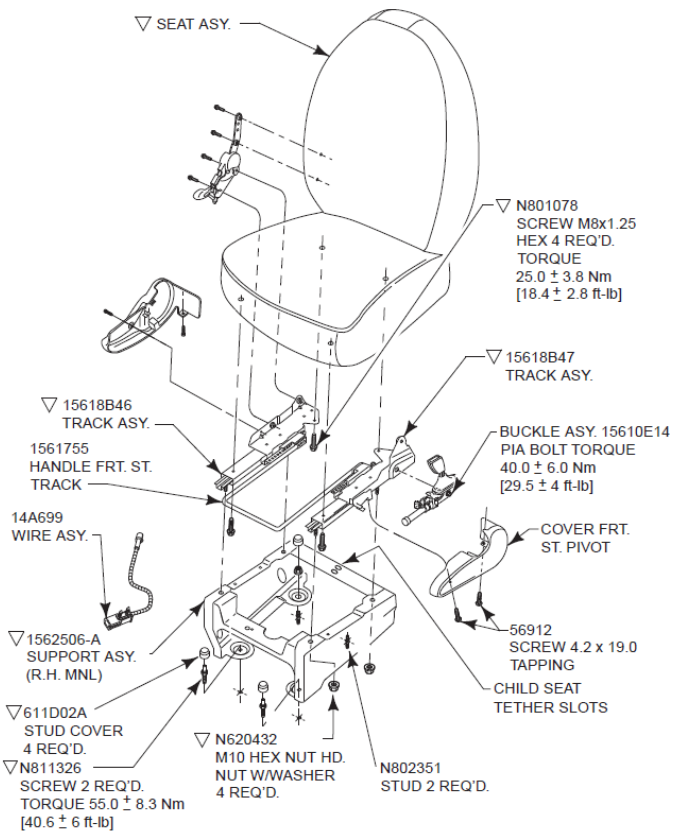
The preceding statements and supporting figures for FMVSS 208 are appropriate compliance representations for CMVSS 208, Occupant Protection in Frontal Impacts, if this incomplete vehicle was manufactured for sale or use in Canada. In such a case, CMVSS 208 paragraphs (13), (14), and (15) are substituted for the reference to FMVSS 208 Section 7.1; CMVSS 208 paragraph (20) should be substituted for the reference to FMVSS 208 Section 7.2; and CMVSS 208 paragraphs (29), (30), (31), (32), (33), (34), (35), (36), (37), (38), (39), and (40) should be substituted for the reference to FMVSS 208 Section 7.4.

WARNING: Cutaway vehicles are equipped with a front row occupant supplemental restraint system (airbag(s), wiring, and sensors including an RCM under driver's seat) and pyrotechnic buckle pre-tensioner(s). Modifications to the vehicle forward of or near the crash sensors shown in Figure 3A may affect the deployment of the airbag(s) and pre-tensioner(s).



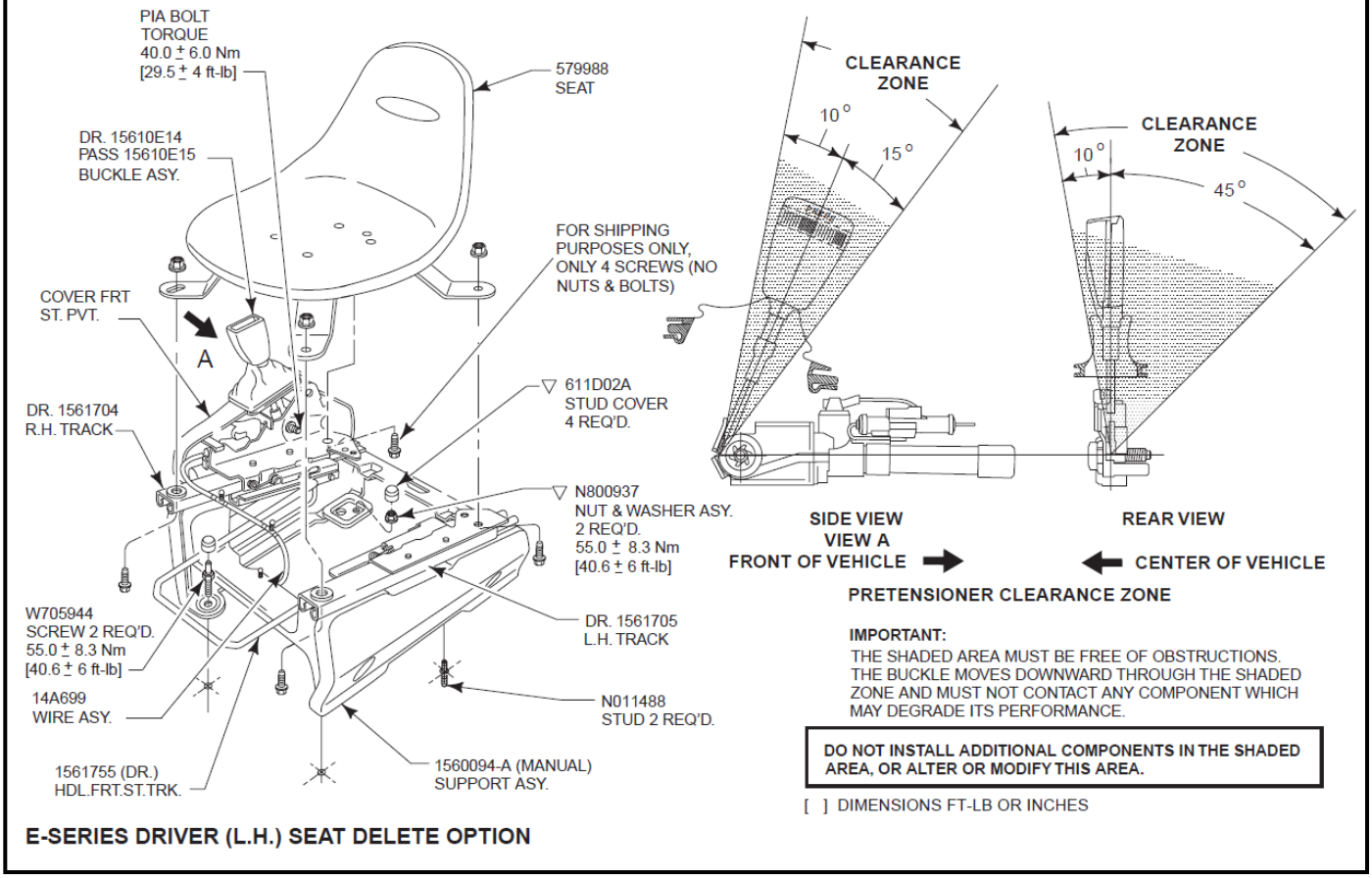
POWER L.H. SHOWN

E-SERIES DRIVER (L.H.) SEAT INSTALLATION



MANUAL R.H. SHOWN

E-SERIES PASSENGER (R.H.) SEAT INSTALLATION



E-SERIES DRIVER (L.H.) SEAT DELETE OPTION

FIGURE 2 - E-SERIES FRONT SEAT INSTALLATION

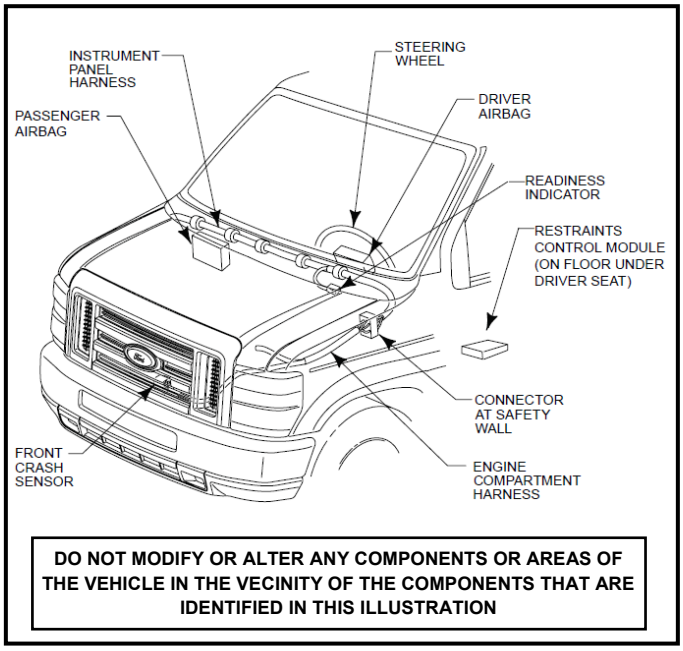

INSTRUMENT PANEL HARNESS
STEERING WHEEL
PASSENGER AIRBAG
DRIVER AIRBAG
READINESS INDICATOR
RESTRAINTS CONTROL MODULE (ON FLOOR UNDER DRIVER SEAT)
CONNECTOR AT SAFETY WALL
FRONT CRASH SENSOR
ENGINE COMPARTMENT HARNESS
DO NOT MODIFY OR ALTER ANY COMPONENTS OR AREAS OF THE VEHICLE IN THE VECINITY OF THE COMPONENTS THAT ARE IDENTIFIED IN THIS ILLUSTRATION

FIGURE 3A - E-SERIES SUPPLEMENTAL RESTRAINT SYSTEM (AIR BAGS, SENSORS AND WIRING)

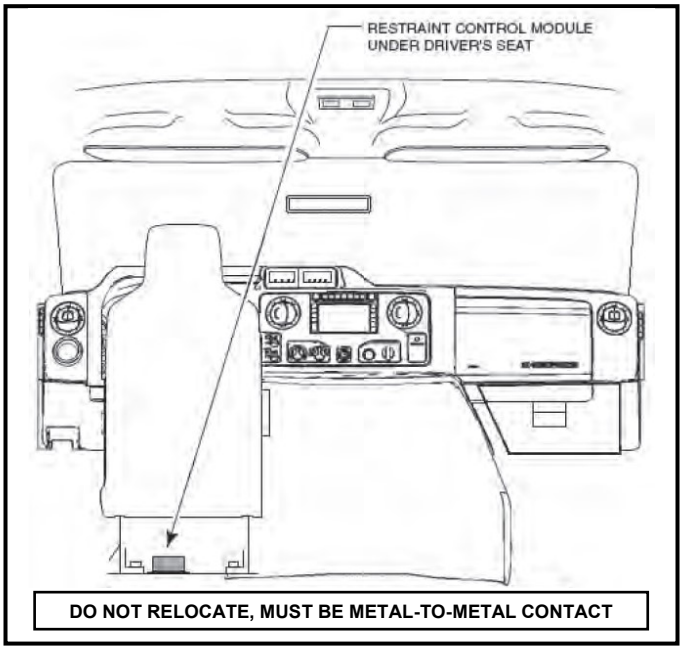


FIGURE 3B - E-SERIES RESTRAINT CONTROL MODULE

The sensor system is also connected to pyrotechnic buckle pretensioners (not shown), which are assembled to the front seat pedestals.

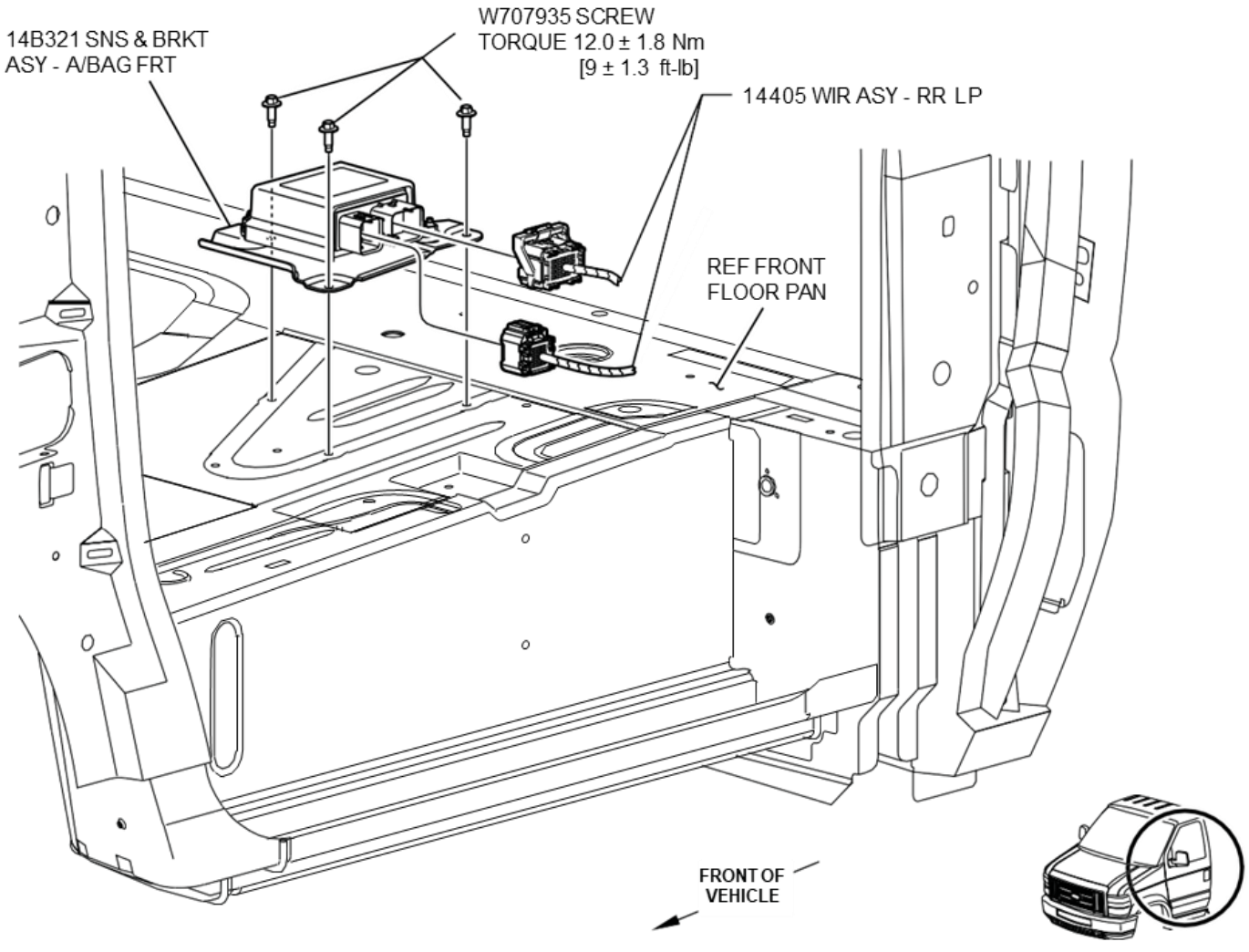

14B321 SNS & BRKT ASY - A/BAG FRT
W707935 SCREW TORQUE 12.0 ± 1.8 Nm [9 ± 1.3 ft-lb]
14405 WIR ASY - RR LP
REF FRONT FLOOR PAN
FRONT OF VEHICLE

FIGURE 3C - E-SERIES RESTRAINT CONTROL MODULE

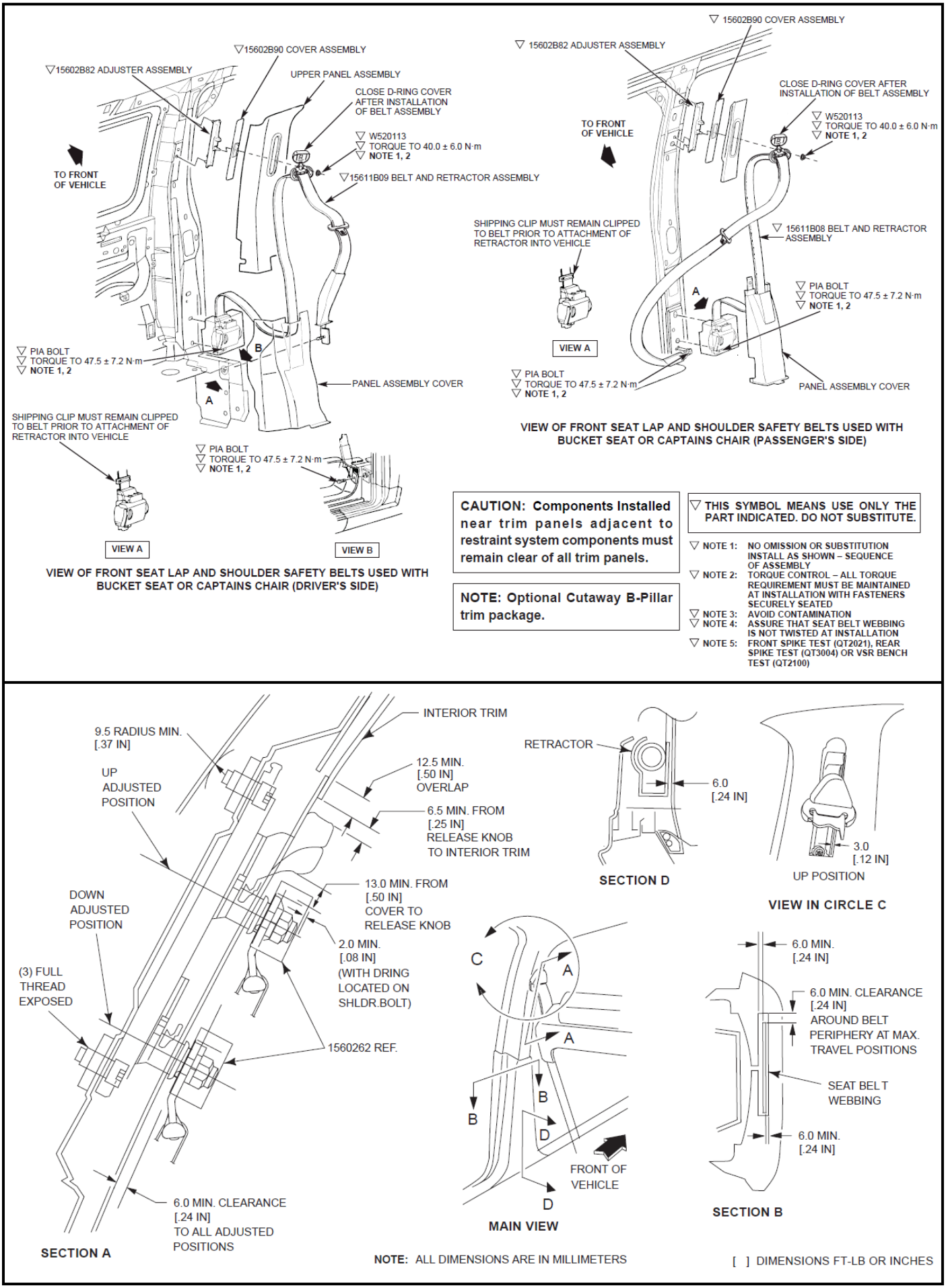
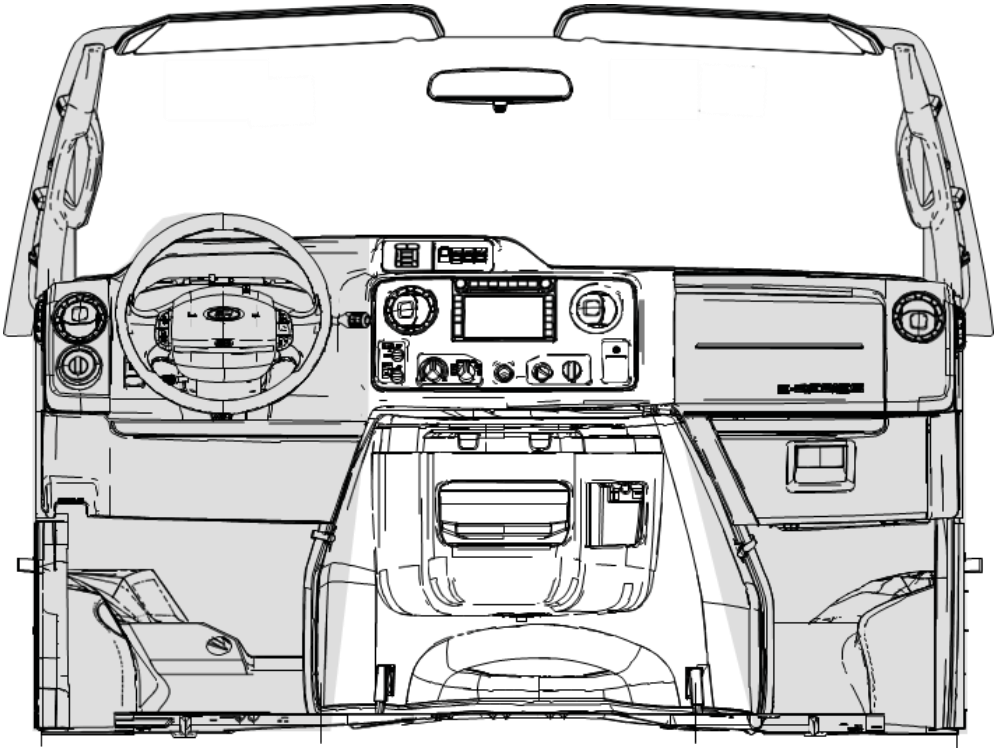

▽15602B90 COVER ASSEMBLY
▽15602B82 ADJUSTER ASSEMBLY
UPPER PANEL ASSEMBLY
CLOSE D-RING COVER AFTER INSTALLATION OF BELT ASSEMBLY
▽ W520113
▽ TORQUE TO 40.0 ± 6.0 N·m
▽ NOTE 1, 2
▽15611B09 BELT AND RETRACTOR ASSEMBLY
TO FRONT OF VEHICLE
▽ PIA BOLT
▽ TORQUE TO 47.5 ± 7.2 N·m
▽ NOTE 1, 2
PANEL ASSEMBLY COVER
SHIPPING CLIP MUST REMAIN CLIPPED TO BELT PRIOR TO ATTACHMENT OF RETRACTOR INTO VEHICLE
VIEW A
VIEW B
VIEW OF FRONT SEAT LAP AND SHOULDER SAFETY BELTS USED WITH BUCKET SEAT OR CAPTAINS CHAIR (DRIVER'S SIDE)
▽15602B90 COVER ASSEMBLY
▽15602B82 ADJUSTER ASSEMBLY
CLOSE D-RING COVER AFTER INSTALLATION OF BELT ASSEMBLY
▽ W520113
▽ TORQUE TO 40.0 ± 6.0 N·m
▽ NOTE 1, 2
TO FRONT OF VEHICLE
SHIPPING CLIP MUST REMAIN CLIPPED TO BELT PRIOR TO ATTACHMENT OF RETRACTOR INTO VEHICLE
▽15611B08 BELT AND RETRACTOR ASSEMBLY
▽ PIA BOLT
▽ TORQUE TO 47.5 ± 7.2 N·m
▽ NOTE 1, 2
VIEW A
PANEL ASSEMBLY COVER
VIEW OF FRONT SEAT LAP AND SHOULDER SAFETY BELTS USED WITH BUCKET SEAT OR CAPTAINS CHAIR (PASSENGER'S SIDE)
CAUTION: Components Installed near trim panels adjacent to restraint system components must remain clear of all trim panels.
NOTE: Optional Cutaway B-Pillar trim package.
▽ THIS SYMBOL MEANS USE ONLY THE PART INDICATED. DO NOT SUBSTITUTE.
▽ NOTE 1: NO OMISSION OR SUBSTITUTION INSTALL AS SHOWN – SEQUENCE OF ASSEMBLY
▽ NOTE 2: TORQUE CONTROL – ALL TORQUE REQUIREMENT MUST BE MAINTAINED AT INSTALLATION WITH FASTENERS SECURELY SEATED
▽ NOTE 3: AVOID CONTAMINATION
▽ NOTE 4: ASSURE THAT SEAT BELT WEBBING IS NOT TWISTED AT INSTALLATION
▽ NOTE 5: FRONT SPIKE TEST (QT2021), REAR SPIKE TEST (QT3004) OR VSR BENCH TEST (QT2100)
9.5 RADIUS MIN. [.37 IN]
INTERIOR TRIM
UP ADJUSTED POSITION
12.5 MIN. [.50 IN] OVERLAP
6.5 MIN. FROM [.25 IN] RELEASE KNOB TO INTERIOR TRIM
DOWN ADJUSTED POSITION
13.0 MIN. FROM [.50 IN] COVER TO RELEASE KNOB
2.0 MIN. [.08 IN] (WITH DRING LOCATED ON SHLDR.BOLT)
(3) FULL THREAD EXPOSED
1560262 REF.
6.0 MIN. CLEARANCE [.24 IN] TO ALL ADJUSTED POSITIONS
SECTION A
RETRACTOR
6.0 [.24 IN]
SECTION D
3.0 [.12 IN]
UP POSITION
VIEW IN CIRCLE C
C
A
A
B
B
D
D
FRONT OF VEHICLE
MAIN VIEW
6.0 MIN. [.24 IN]
6.0 MIN. CLEARANCE [.24 IN] AROUND BELT PERIPHERY AT MAX. TRAVEL POSITIONS
SEAT BELT WEBBING
6.0 MIN. [.24 IN]
SECTION B
NOTE: ALL DIMENSIONS ARE IN MILLIMETERS
[ ] DIMENSIONS FT-LB OR INCHES

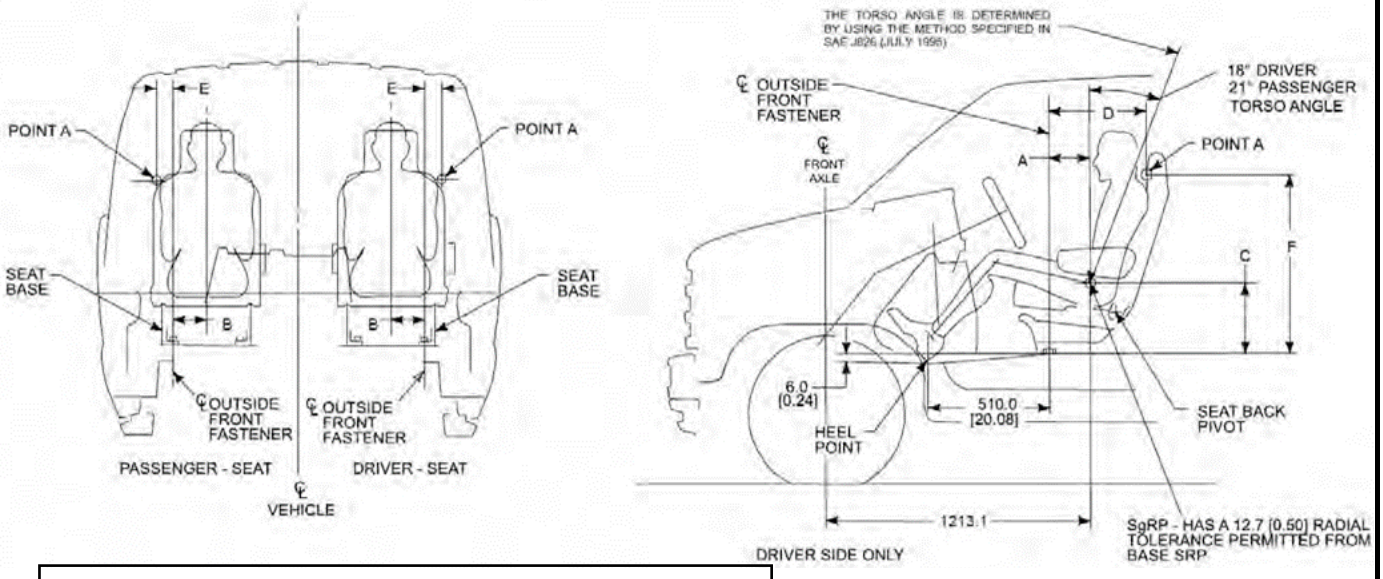
FIGURE 4 - E-SERIES FRONT SEAT RESTRAINT SYSTEM



DO NOT INSTALL ADDITIONAL COMPONENTS IN THE SHADED AREAS, NOR ALTER OR MODIFY THESE AREAS

FIGURE 5 - E-SERIES OCCUPANT PROTECTION ZONE

SRP INFORMATION (SEAT POSITION IS 10 mm [0.39 IN] FORWARD OF REARMOST POSITION)				**POINT A** (SEAT POSITION IS AT THE MIDPOINT OF AVAILABLE TRAVEL)		
	A	**B**	**C**	**D** MIN.	**E** MAX.	**F**
DRIVER – SEAT (CUTAWAY)	217.8 [8.57]	105.0 [4.13]	384.2 [15.13]	356.0 [14.01]	67.0 [2.64]	937.4 [36.90]
PASSENGER – SEAT (CUTAWAY)	277.3 [10.92]	103.0 [4.06]	377.0 [14.84]	412.0 [16.22]	65.0 [2.56]	960.1 [37.80]



IMPORTANT:

THE DIMENSIONS IN THIS FIGURE REQUIRE THE VEHICLE TO BE AT DESIGN POSITION. E-Series Vehicles at Design Position will be level front to rear, and side to side, on the upper surface of the ribbed floor panel from the B-pillar rearward

[ ] DIMENSIONS ARE INCHES

FIGURE 6 - E-SERIES SEATING REFERENCE POINT (SRP)

209 The statement below is applicable to the following incomplete vehicle type <u>with front seat(s)</u>:

- **Cutaway**

This vehicle, when completed, will conform to Standard 209, Seat Belt Assemblies, if:

- No alterations or replacements are made to the seat belt assemblies and attaching hardware.
- No action is taken that would impair the integrity of the seat belt system provided.

Any seat belt assemblies added to a vehicle must conform to the requirements of this Standard.

209 The statement below is applicable to the following incomplete vehicle type <u>with no front seats</u>:

- **Cutaway**

Conformity with the pelvic restraint, upper torso restraint, release, adjustment, and webbing requirements of Standard 209, Seat Belt Assemblies, as specified in Section 4.1 (b), (c), (e), (g), and (h), respectively, cannot be determined based upon the components supplied on this incomplete vehicle; accordingly Ford Motor Company makes no representation as to conformity with these requirements of Standard 209. However, Ford Motor Company represents that the seat belt assemblies provided by Ford Motor Company conform to the applicable single occupancy hardware, attachment hardware, strap, marking, installation instructions, usage and maintenance instructions, workmanship, webbing performance, hardware performance, and assembly performance requirements detailed in the remaining paragraphs of the standard not specified above, provided no alterations or replacements are made to the seat belt assemblies and attaching hardware, as provided by Ford Motor Company, and further provided that no action is taken by subsequent stage manufacturers to impair the integrity of the seat belt system provided. Any additional seat belt assemblies installed must conform to the requirements of this Standard.

209 The statement below is applicable to the following incomplete vehicle type:

- **Stripped Chassis**

Conformity with Standard 209, Seat Belt Assemblies, cannot be determined based upon the components supplied on this incomplete vehicle; accordingly Ford Motor Company makes no representation as to conformity with this Standard.

209 Canadian Requirements:

The preceding statement for FMVSS 209 is an appropriate compliance representation for CMVSS 209, Seat Belt Assemblies, if this incomplete vehicle was manufactured for sale or use in Canada.

210 The statement below is applicable to the following incomplete vehicle type:

- **Cutaway**

This vehicle, when completed, will conform to Standard 210, Seat Belt Assembly Anchorages, if:

- No alterations are made to the front seat belt anchorages, front seat belt assemblies, floor pan, floor pan reinforcements, or body mounts.

The incomplete Cutaway with no front seats must have completed front seats installed that conforms to the seat location criteria shown in Figure 6.

The incomplete Cutaway must have a seat belt anchorage system installed for each additional designated seating position that conforms to the applicable requirements of this Standard.

Cutaway vehicles may have additional seat belt anchorages for designated seating positions on optional seats not provided on incomplete vehicles. These locations apply to specific hardware and designated seating positions used in Ford vehicles. If these anchorages are used without the appropriate Ford seats, seat belt systems, and hardware, Ford Motor Company makes no representation as to conformity with this Standard.

210 The statement below is applicable to the following incomplete vehicle type:

- **Stripped Chassis**

Conformity with Standard 210, Seat Belt Assembly Anchorages, cannot be determined based upon the components supplied on this incomplete vehicle; accordingly, Ford Motor Company makes no representation as to conformity with this Standard.

210.1 Canadian Requirements:

The statement below is applicable to school buses:

This vehicle, when completed, will conform to Standard 210.1, User-Ready Tether Anchorages for Restraint Systems and Booster Seats, if:

- No alternations are made to the front passenger seat tether anchorages and access to the anchorages is not restricted; the front passenger seat, its anchorages, the floor pan and its reinforcements are not altered; and no seats are added.

Because the addition of seats would change compliance with this Standard, Ford Motor Company makes no representations as to conformity with this Standard for any vehicle that has seats added by intermediate or final stage manufacturers.

210.2 Canadian Requirements:

The statement below is applicable to school buses:

This vehicle, when completed, will conform to Standard 210.2, Lower Universal Anchorage Systems for Restraint Systems and Booster Seats, if:

- No alternations are made to the front passenger seat and no seats are added.

Because the addition of seats would change compliance with this Standard, Ford Motor Company makes no representations as to conformity with this Standard for any vehicle that has seats added by intermediate or final stage manufacturers.

213 The statement below is applicable to all incomplete vehicle types:

Conformity with Standard 213, Child Restraint Systems, cannot be determined based upon the components supplied on the incomplete vehicle; accordingly Ford Motor Company makes no representation as to conformity with this Standard. Any child restraint system that is added or incorporated into the design of a designated seating position must conform to the requirements of this Standard.

217 The statement below is applicable to the following incomplete vehicle type when completed as a bus (including school bus):

- **Cutaway**

Conformity with Standard 217, Bus Emergency Exits and Window Retention and Release, cannot be determined based upon the components supplied on this incomplete vehicle; accordingly Ford Motor Company makes no representation as to conformity with this Standard other than that the front door windows will comply with the Section 5.1 requirements of this Standard if no modifications, alterations, or replacements are made to the window glazing materials, window mounting system, or the surrounding door structure as provided by Ford Motor Company.

217 Canadian Requirements:

The preceding statements for FMVSS 217 are appropriate compliance representations for CMVSS 217, Bus Window Emergency Exits and Window Retention and Release, when a vehicle is completed as a bus (not school bus) and if this incomplete vehicle was manufactured for sale or use in Canada. In such a case, CMVSS 217 paragraphs (2) and (2.1) are substituted for the reference to FMVSS 217 Section 5.1. When an E-Series Cutaway is completed as a school bus, Ford Motor Company makes no representation as to conformity to this Standard.

220 The statement below is applicable to the following incomplete vehicle type when equipped with the School Bus Prep Package when completed as a school bus:

- **Cutaway**

The Cutaway body structure as manufactured by Ford, does not meet the strength requirements of FMVSS 220, School Bus Rollover Protection; accordingly Ford Motor Company makes no representation as to conformity of the completed vehicle with this Standard.

221 The statement below is applicable to the following incomplete vehicle type when equipped with the School Bus Prep Package when completed as a school bus:

- **Cutaway**

This vehicle, when completed, will conform to Standard 221, School Bus Body Joint Strength, if:

- No alterations or modifications are made to the body panel joints as manufactured by Ford Motor Company from the forwardmost point of the windshield rearward.
- The passenger first row seating reference point is located 762.0 mm [30.00 inch] or more, rearward of the back of the Cutaway body.

Any additional maintenance panels or body panel joints that are added to this vehicle must comply with the requirements of this Standard.

222 The statement below is applicable to the following incomplete vehicle type when equipped with the School Bus Prep Package when completed as a school bus:

- **Cutaway**

Conformity with Standard 222, School Bus Passenger Seating and Crash Protection, cannot be determined based upon the components supplied on this incomplete vehicle; accordingly Ford Motor Company makes no representation as to conformity with this Standard.

301 NOTE

The terms “body” or “body structure”, in the Standard 301 statements that follow include not only the basic body or body structure, but also any equipment permanently attached to that body or body structure installed by the subsequent stage manufacturer.

The Unloaded Vehicle Weight of the completed vehicle may significantly affect its capability to meet the requirements of FMVSS 301, Fuel System Integrity. Completed vehicles manufactured by Ford Motor Company that are tested to demonstrate compliance with FMVSS 301 are loaded pursuant to S7.1.6 of the Standard. The test weights of these vehicles comprise the Unloaded Vehicle Weights including the weights of all available regular production options plus the loads specified by S7.1.6. These test weights are less than the respective designated Gross Vehicle Weight Ratings.

In addition to the specific statements below, refer to the *Body Builder Layout Book* as well as the “Design Recommendation” section of the *General Body Builders Layout Book* to assist in designing fuel systems and Second Unit Body attachments to be compatible with represented incomplete vehicles.

- If a fuel line is to be disconnected, refer to the appropriate Ford Service Manual for proper removal and installation procedures.
- When welding near fuel system components, all metallic components must be adequately shielded and protected from heat or weld splatter. All non-metallic components must be removed.

301 The statement below is applicable to the following incomplete vehicle type when equipped with the School Bus Prep Package or Multifunction School Activity Bus (MFSAB) Prep Package, and completed as a school bus:

- **SRW Cutaway**

This vehicle, when completed, will conform to Standard 301, Fuel System Integrity, if:

- The following components as installed by Ford Motor Company are not removed, relocated, altered, or modified in any way except as specified in the following representations:
  - Fuel tank(s) and attachment hardware, including sending unit, vapor valve, fuel tank shield, pressure transducer, and in-tank electric fuel pump
  - Fuel filler cap, pipe(s), hose(s), any provided protective wrap, and attachment hardware
  - Fuel lines, routing, and attachments
  - Vapor line(s) and carbon canister
  - Fuel pump
  - Fuel pump relay (fuel shut-off switch)
  - Fuel filter
  - The two Outboard Frame Reinforcements, two Lower Frame Flange Reinforcements, one Upper Frame Flange Reinforcement, and two extra back-to-back crossmembers shown in Figure 7.
- The required rear crossmembers are installed in the design positions shown in Figure 8A, using torque values shown in Figure 8B.
- The four Required Frame Holes are drilled to the size, location, and orientation specified in Figure 9.
- A rear bumper is manufactured and installed to the specifications found in Figure 10.
- The Ford-supplied body mounts (or equivalent) are used to mount the second unit body.
- The completed vehicle, when loaded to the requirements of Section 7.1.6 (c), does not exceed the GVWR or GAWRs.
- The body installed by a subsequent stage manufacturer and the Ford installed fuel system components are located and mounted as follows:
  - The body is mounted securely and is so designed (by following structural and package guidelines illustrated in Figure 11) that when the completed vehicle is tested in any manner specified by applicable provisions of Standard 301:
    a) body components and attaching hardware do not come within 50mm of contacting any fuel system component at any time (other than at the points where the fuel system is permanently attached to the body), and,
    b) body system deformation or movement relative to the frame does not cause any fuel system component to be penetrated, disconnected, or otherwise damaged.
  - The rear end of the body (excluding the rear bumper) installed by a subsequent stage manufacturer does not extend beyond (overhang) the rear edge of the vehicle frame or frame extension. Any extension of the vehicle frame must be constructed and attached so as to perform as a continuation of the vehicle frame when the completed vehicle is tested in any manner specified by applicable provisions of Standard 301.
  - The fuel filler cap, pipe(s), hose(s) and attachment hardware are installed as shown in Figure 12. All components must be securely retained to remain intact when the completed vehicle is tested in any manner specified by applicable provisions of Standard 301.
  - Body installations using flexible attaching systems require use of a flexible adjustable attachment in conjunction with a shear plate, both mounted aft of the fuel tank. Flexible/adjustable attachments located within 10 inches of the rear surface of the fuel tank are required to be either an inverted U-bolt, a J-hook, or a chassis clamp.
- No other alteration or modification made to the incomplete vehicle as manufactured by Ford Motor Company and no other components or structure installed by a subsequent stage manufacturer result in penetration, separation, or other damage to the fuel system or any portion thereof when the vehicle is tested in any manner specified by applicable provisions of Standard 301.†

† NOTE:

Temporary removal of the front bumper and front bumper mounting system during manufacturing, and re-installation in accordance with the instructions provided in the Ford Truck Shop Manual should not adversely affect the compliance of a completed vehicle to Standard 301.

301 The statement below is applicable to the following incomplete vehicle type when equipped with the School Bus Prep Package or Multifunction School Activity Bus (MFSAB) Prep Package, and completed as a school bus:

- **DRW Cutaway**

This vehicle, when completed, will conform to Standard 301, Fuel System Integrity, if:

- The following fuel system components as installed by Ford Motor Company are not removed, relocated, altered, or modified in any way except as specified in the following representations:
  - Fuel tank and attachment hardware including sender unit, vapor valve, fuel tank shield, fuel tank surface patch
  - Fuel filler cap, pipe(s), hose(s), any provided protective wrap, and attachment hardware
  - Fuel pump
  - Fuel filter
  - Fuel water separator, fuel filter/primer, fuel line heater, and injection pump
  - Fuel shut-off switch (fuel pump relay)
  - The two Lower Frame Flange Reinforcements and one Upper Frame Reinforcement, shown in Figure 7.
- The four Required Frame Holes are drilled to the size, location, and orientation as specified in Figure 9 (E-350 only).
- The Ford-supplied body mounts (or equivalent) are used to mount the second unit body.
- The completed vehicle, when loaded to the requirements of Section 7.1.6 (c), does not exceed the GVWR or GAWRs.
- The fill hoses, hose clamps, ground strap, and fuel sender unit must be installed to the specification on Figure 12.
- The floor structure of the Second Unit Body and rear bumper are manufactured and installed to the specifications found in Figures 13A - 13B.
- No other alteration or modification made to the incomplete vehicle as manufactured by Ford Motor Company and no other components or structure installed by a subsequent stage manufacturer result in penetration, separation, or other damage to the fuel system or any portion thereof when the vehicle is tested in any manner specified by applicable provisions of Standard 301.†

301 Canadian Requirements:

The Canadian loading requirements are provided in Section 3.3 of "*Test Method 301 Fuel System Integrity*", revised: February 8, 2001, and should be substituted wherever references to FMVSS 301, Section 7.1.6, loading requirements have been made in the statements of conformity for Standard 301.

301.1 The statement below is applicable to all incomplete vehicle types

This incomplete vehicle does not comply with CMVSS Standard 301.1, LPG Fuel System Integrity. Ford Motor Company makes no representation as to conformity with this Standard.

301.2 The statement below is applicable to all incomplete vehicle types:

This incomplete vehicle does not comply with CMVSS Standard 301.2, CNG Fuel System Integrity. Ford Motor Company makes no representation as to conformity with this Standard.

302 The statement below is applicable to the following incomplete vehicle type:

- **Cutaway**

This vehicle, when completed, will conform to Standard 302, Flammability of Interior Materials, if:

- No alterations are made to those components covered by this Standard which are installed by Ford Motor Company.
- All components covered by Standard 302 which are added to the incomplete vehicle by subsequent stage manufacturers meet the flammability requirements of this Standard.

302 The statement below is applicable to the following incomplete vehicle type:

- **Stripped Chassis**

Conformity with Standard 302, Flammability of Interior Materials, cannot be determined based upon the components supplied on this incomplete vehicle; accordingly Ford Motor Company makes no representation as to conformity with this Standard. However, Ford Motor Company does represent that the items covered by Standard 302, when provided, are manufactured to conform to the requirements of Standard 302.

303 U.S. Requirements:

The statement below is applicable to all incomplete vehicle types with School Bus Prep Package regardless of GVWR:

This incomplete vehicle does not comply with Standard 303, Fuel System Integrity of Compressed Natural Gas Vehicles. Ford Motor Company makes no representation as to conformity with this Standard.

304 U.S. Requirements:

The statement below is applicable to all incomplete vehicle types:

This incomplete vehicle does not comply with Standard 304, Compressed Natural Gas Fuel Container Integrity. Ford Motor Company makes no representation as to conformity with this Standard.

305 The statement below is applicable to all incomplete vehicle types with a GVWR of 4536 kg [10,000 lb.] or less:

This incomplete vehicle does not comply with Standard 305, Electric-Powered Vehicles: Electrolyte Spillage and Electrical Shock Protection; Ford Motor Company makes no representation as to conformity with this Standard

403 The statement below is applicable to all incomplete vehicle types:

This incomplete vehicle does not comply with Standard 403, Platform Lift Systems for Motor Vehicles. Ford Motor Company makes no representation as to conformity with this Standard.

404 The statement below is applicable to all incomplete vehicle types:

This incomplete vehicle does not comply with Standard 404, Platform Lift Installations in Motor Vehicles. Ford Motor Company makes no representation as to conformity with this Standard.

Part 393.67 Parts and Accessories Necessary for Safe Operation – Liquid Fuel Tanks

The fuel tanks listed below will conform to Part 393.67, Parts and Accessories Necessary for Safe Operation – Liquid Fuel Tanks, if the fuel tank as provided by Ford Motor Company is not altered on the completed vehicle.

- 55 gallon fuel tank supplied on a E-Series Chassis Cab of Stripped Chassis

Part 565 U.S. Requirements:

This vehicle, when completed, will conform to Part 565, Vehicle Identification Number (VIN) Requirements, if the vehicle identification number printed on the label affixed to the cover of this manual is mounted and displayed in accordance with the requirements of this Standard.

Part 565.13 The statement below is applicable to the following incomplete vehicle type:

- **Cutaway**

This vehicle, when completed, will conform to Part 565.13, General Requirements, if the Vehicle Identification Number tag mounted on the top of the instrument panel is not removed, altered, or modified and no actions are taken by the subsequent stage manufacturer that would obstruct the readability of the Vehicle Identification Number tag mounted on the top of the instrument panel.

Part 567 / CMVSR Section 6.6

The statement below is applicable to all incomplete vehicle types:

This incomplete vehicle does not comply with the intermediate and final stage manufacturer requirements of Part 567 - Certification, nor the Canadian Motor Vehicle Safety Regulations, Section 6.6 – Final-stage Manufacturer's Compliance Label. It is the responsibility of the intermediate and final stage manufacturers to provide additional labeling to meet these requirements. Ford Motor Company makes no representation as to conformity.

1106 Canadian Requirements:

The statement below is applicable to all incomplete vehicle types:

This incomplete vehicle does not comply with Standard 1106, Noise Emissions, Section 2 - Exterior Sound Level nor Section 5 - Interior Noise Level. Ford Motor Company makes no representation as to conformity with this Standard.

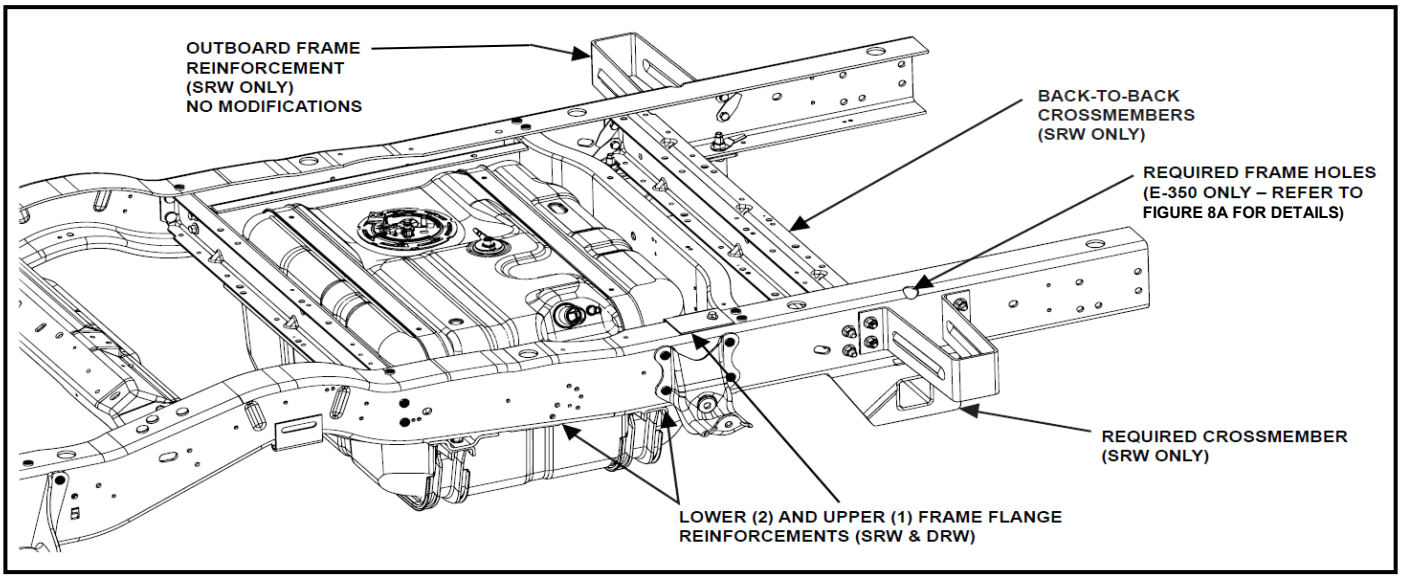

OUTBOARD FRAME REINFORCEMENT (SRW ONLY) NO MODIFICATIONS
BACK-TO-BACK CROSSMEMBERS (SRW ONLY)
REQUIRED FRAME HOLES (E-350 ONLY – REFER TO FIGURE 8A FOR DETAILS)
REQUIRED CROSSMEMBER (SRW ONLY)
LOWER (2) AND UPPER (1) FRAME FLANGE REINFORCEMENTS (SRW & DRW)

FIGURE 7 - E-SERIES CUTAWAY WITH SCHOOL BUS PREP PACKAGE

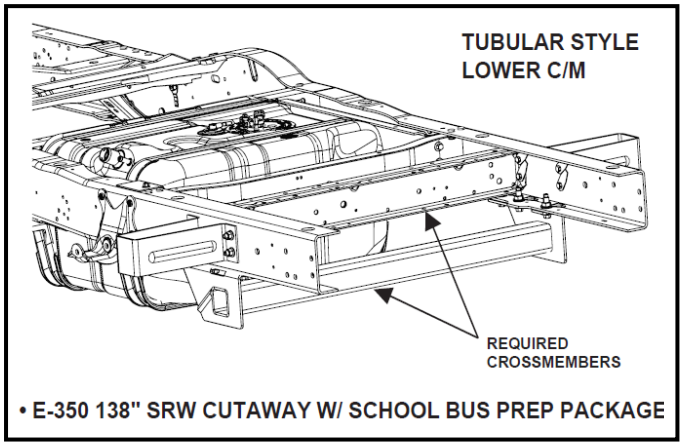


FIGURE 8A - E-SERIES SRW CUTAWAY REAR CROSSMEMBER DESIGN POSITION FOR SCHOOL BUS

NOTE: Crossmember Installation

- Required parts will be provided, but not installed in vehicle position.
- Crossmember will be shipped in a temporary position on top of rear frame rail. Permanent installation hardware will be included in dunnage box.

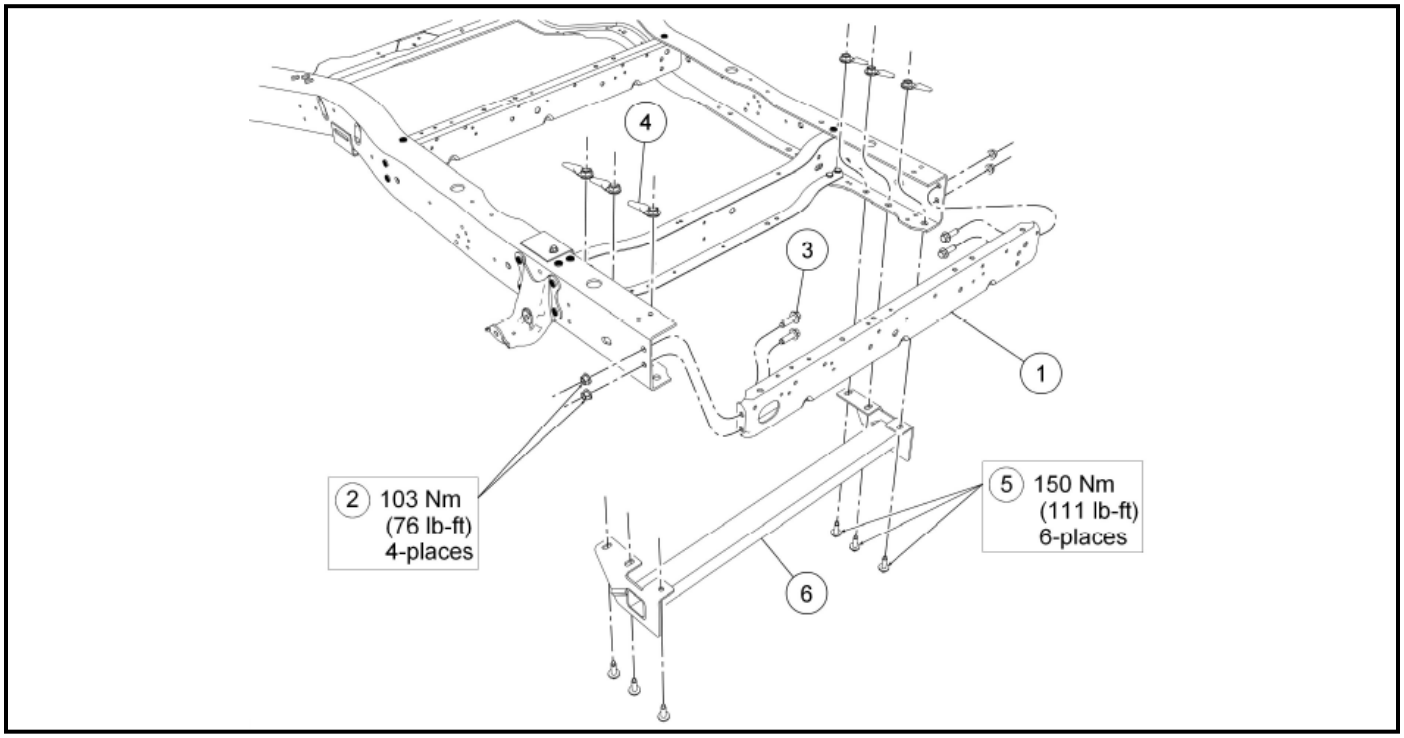
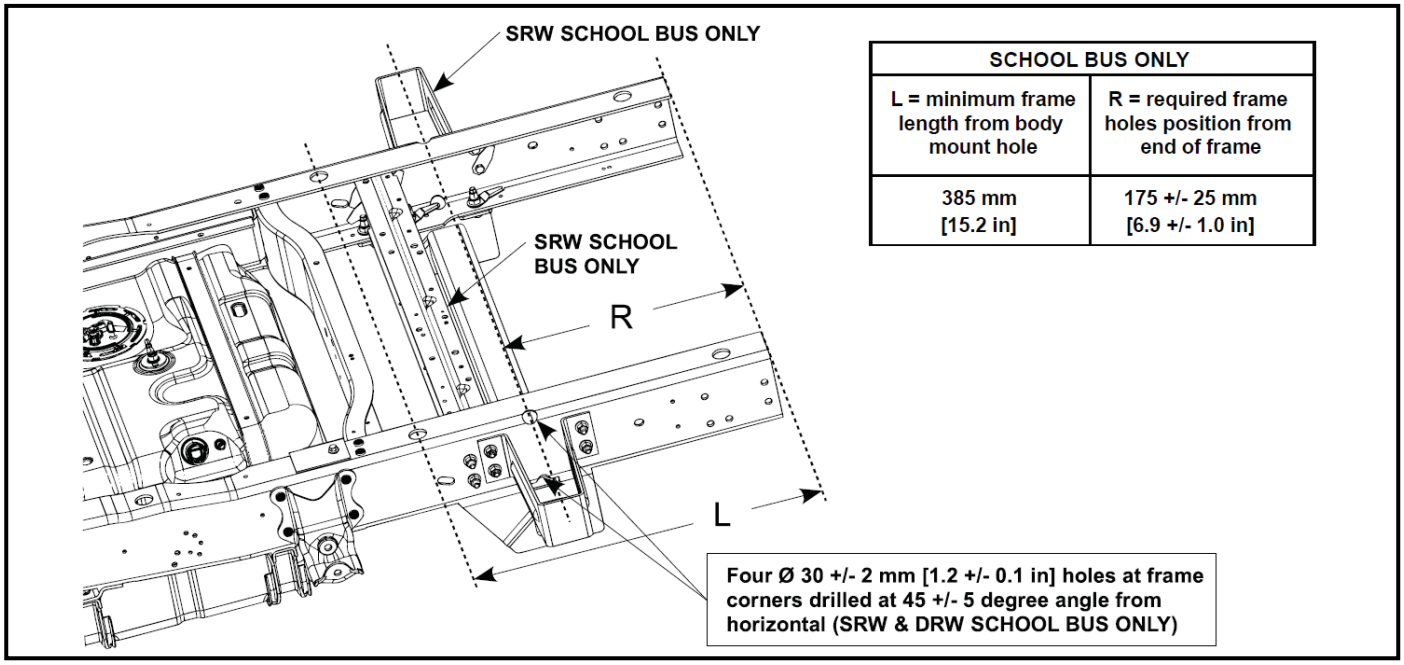


FIGURE 8B - E-SERIES SRW CUTAWAY REAR CROSSMEMBER INSTALLATION TORQUES


SRW SCHOOL BUS ONLY
SRW SCHOOL
BUS ONLY
R
L
Four Ø 30 +/- 2 mm [1.2 +/- 0.1 in] holes at frame corners drilled at 45 +/- 5 degree angle from horizontal (SRW & DRW SCHOOL BUS ONLY)

SCHOOL BUS ONLY	
L = minimum frame length from body mount hole	R = required frame holes position from end of frame
385 mm [15.2 in]	175 +/- 25 mm [6.9 +/- 1.0 in]

FIGURE 9 - E-350 SRW AND DRW CUTAWAY REQUIRED FRAME HOLES FOR SCHOOL BUS

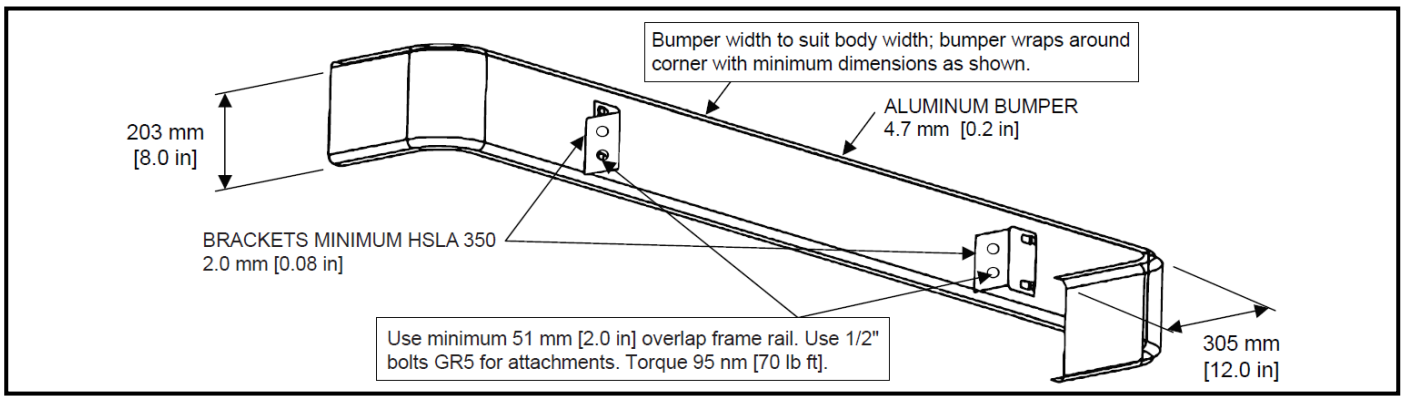

Bumper width to suit body width; bumper wraps around corner with minimum dimensions as shown.
ALUMINUM BUMPER
4.7 mm [0.2 in]
203 mm
[8.0 in]
BRACKETS MINIMUM HSLA 350
2.0 mm [0.08 in]
Use minimum 51 mm [2.0 in] overlap frame rail. Use 1/2" bolts GR5 for attachments. Torque 95 nm [70 lb ft].
305 mm
[12.0 in]

FIGURE 10 - E-SERIES SRW CUTAWAY REQUIRED REAR BUMPER CONSTRUCTION FOR SCHOOL BUS

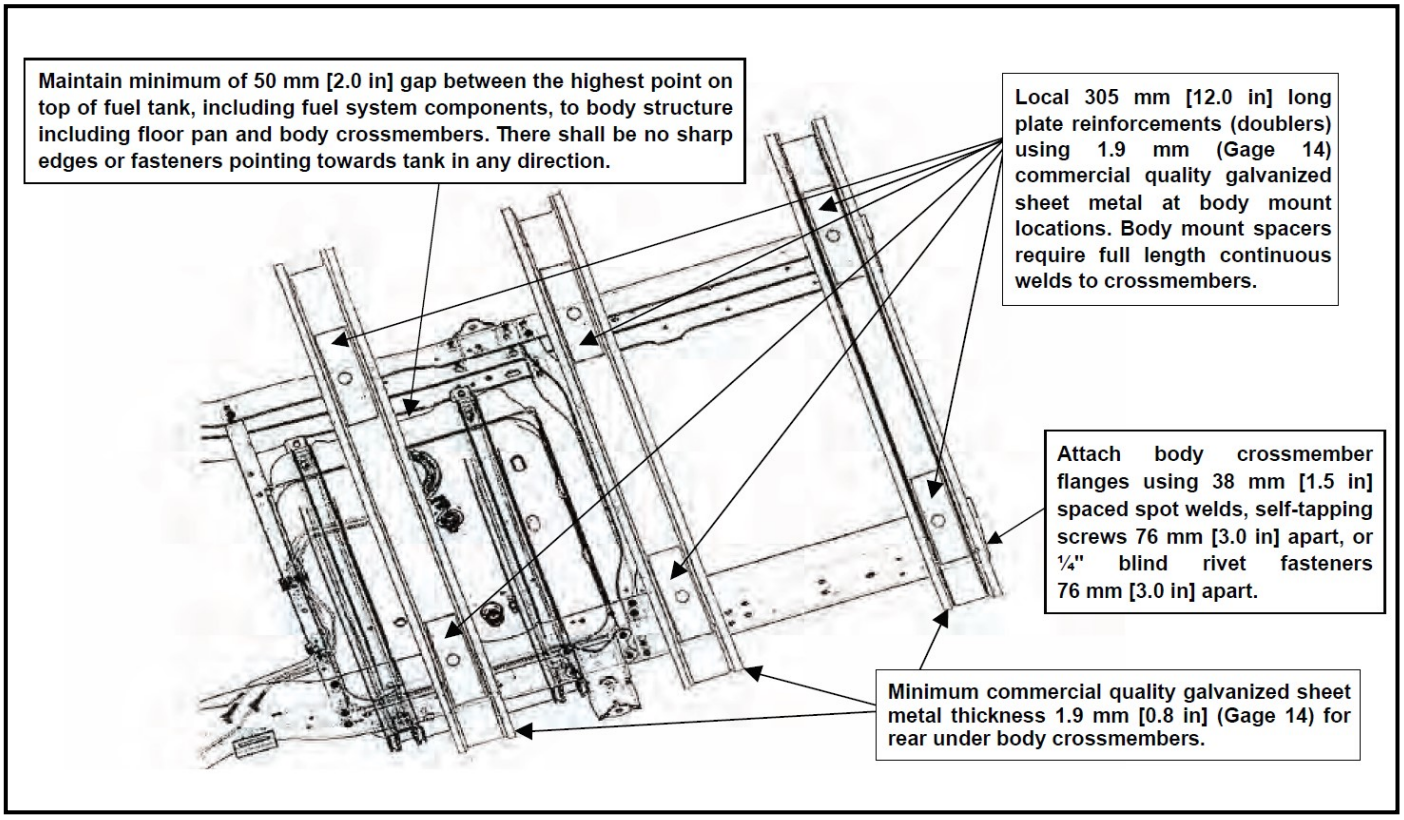

Maintain minimum of 50 mm [2.0 in] gap between the highest point on top of fuel tank, including fuel system components, to body structure including floor pan and body crossmembers. There shall be no sharp edges or fasteners pointing towards tank in any direction.
Local 305 mm [12.0 in] long plate reinforcements (doublers) using 1.9 mm (Gage 14) commercial quality galvanized sheet metal at body mount locations. Body mount spacers require full length continuous welds to crossmembers.
Attach body crossmember flanges using 38 mm [1.5 in] spaced spot welds, self-tapping screws 76 mm [3.0 in] apart, or ¼" blind rivet fasteners 76 mm [3.0 in] apart.
Minimum commercial quality galvanized sheet metal thickness 1.9 mm [0.8 in] (Gage 14) for rear under body crossmembers.

FIGURE 11 - E-SERIES SRW CUTAWAY SECOND UNIT BODY GUIDELINES FOR SCHOOL BUS

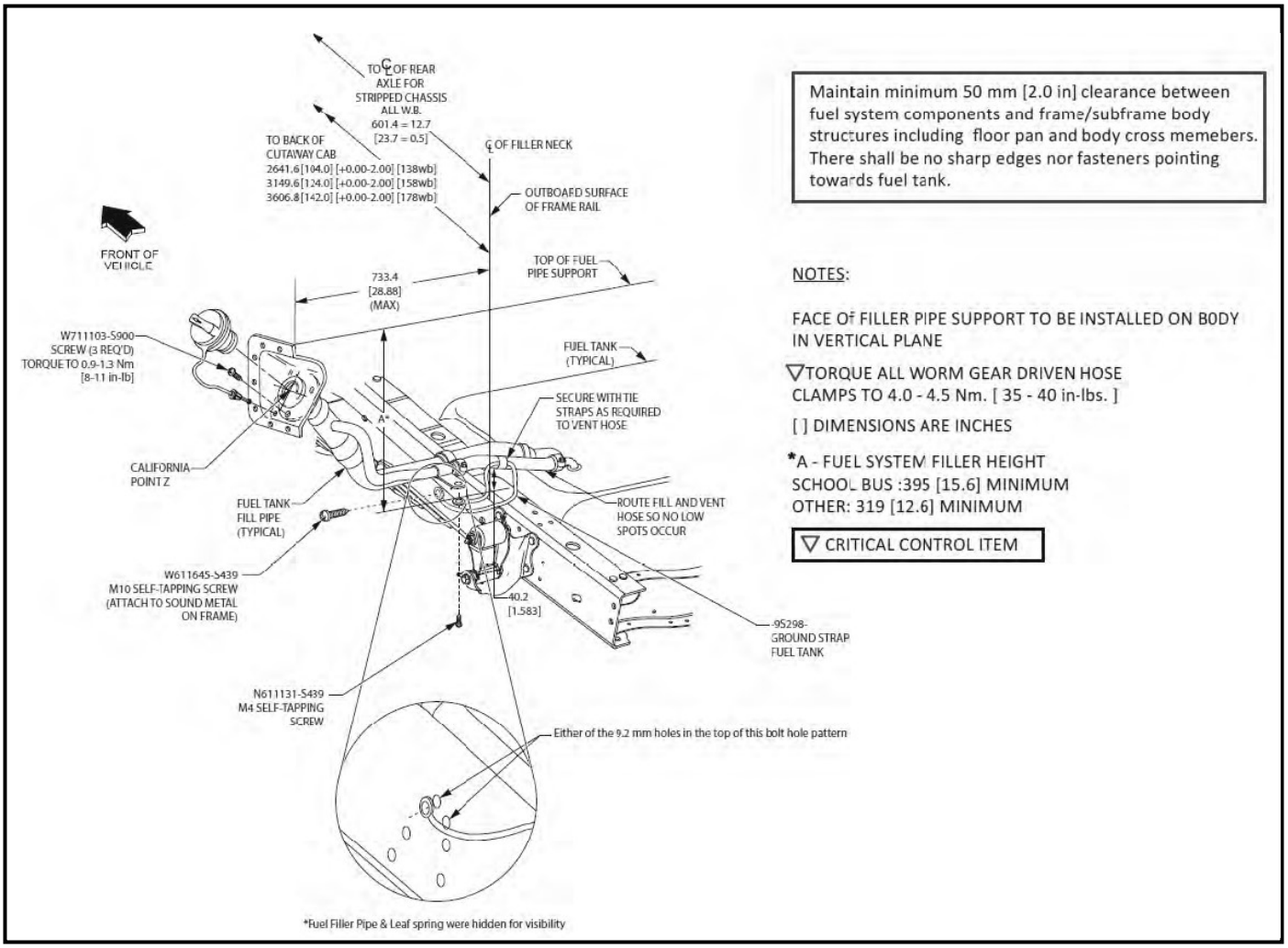

TO ℄ OF REAR AXLE FOR STRIPPED CHASSIS ALL W.B. 601.4 = 12.7 [23.7 = 0.5]
TO BACK OF CUTAWAY CAB
2641.6 [104.0] [+0.00-2.00] [138wb]
3149.6 [124.0] [+0.00-2.00] [158wb]
3606.8 [142.0] [+0.00-2.00] [178wb]
℄ OF FILLER NECK
OUTBOARD SURFACE OF FRAME RAIL
TOP OF FUEL PIPE SUPPORT
733.4 [28.88] (MAX)
FRONT OF VEHICLE
W711103-S900 SCREW (3 REQ'D) TORQUE TO 0.9-1.3 Nm [8-11 in-lb]
FUEL TANK (TYPICAL)
SECURE WITH TIE STRAPS AS REQUIRED TO VENT HOSE
A*
CALIFORNIA POINT Z
FUEL TANK FILL PIPE (TYPICAL)
ROUTE FILL AND VENT HOSE SO NO LOW SPOTS OCCUR
W611645-S439 M10 SELF-TAPPING SCREW (ATTACH TO SOUND METAL ON FRAME)
40.2 [1.583]
-95298- GROUND STRAP FUEL TANK
N611131-S439 M4 SELF-TAPPING SCREW
Either of the 9.2 mm holes in the top of this bolt hole pattern
*Fuel Filler Pipe & Leaf spring were hidden for visibility
Maintain minimum 50 mm [2.0 in] clearance between fuel system components and frame/subframe body structures including floor pan and body cross memebers. There shall be no sharp edges nor fasteners pointing towards fuel tank.
NOTES:
FACE OF FILLER PIPE SUPPORT TO BE INSTALLED ON BODY IN VERTICAL PLANE
▽TORQUE ALL WORM GEAR DRIVEN HOSE CLAMPS TO 4.0 - 4.5 Nm. [35 - 40 in-lbs.]
[ ] DIMENSIONS ARE INCHES
*A - FUEL SYSTEM FILLER HEIGHT
SCHOOL BUS :395 [15.6] MINIMUM
OTHER: 319 [12.6] MINIMUM
▽ CRITICAL CONTROL ITEM

FIGURE 12 - CUTAWAY AND STRIPPED CHASSIS FUEL FILLER PIPE INSTALLATION

ITEM	PART NAME	MATERIAL	QTY
1	SUPPORT – BODY ISOLATOR TO CROSS SILL L.H.	6.35mm [0.25] HRLC STEEL	1
2	SUPPORT – BODY ISOLATOR TO CROSS SILL R.H.	6.35mm [0.25] HRLC STEEL	1
3	BRACKET – SPACER FOR ISOLATOR SUPPORT TO FRONT CROSS SILL	6.35mm [0.25] HRLC STEEL	2
4	BRACKET – SPACER FOR ISOLATOR SUPPORT TO SECOND CROSS SILL	6.35mm [0.25] HRLC STEEL	2
5	SILL – FRONT CROSS	1.9mm [0.075] 14 GA. HRLC STEEL	1
6	SILL – SECOND CROSS	1.9mm [0.075] 14 GA. HRLC STEEL	1
7	SILL – THIRD & FOURTH CROSS	1.9mm [0.075] 14 GA. HRLC STEEL	2
8	GUSSET – CROSS SILL TO OUTER SUPPORT L.H.	1.9mm [0.075] 14 GA. HRLC STEEL	4
9	GUSSET – CROSS SILL TO OUTER SUPPORT R.H.	1.9mm [0.075] 14 GA. HRLC STEEL	4
10	SUPPORT – CROSS SILL OUTER L.H.	3.0mm [0.120] 11 GA. HRLC STEEL	1
11	SUPPORT – CROSS SILL OUTER R.H.	3.0mm [0.120] 11 GA. HRLC STEEL	1
12	BUMPER – REAR	4.7mm [0.187] HRLC STEEL	1
13	BRACKET – BUMPER TO FRAME L.H.	6.35mm [0.25] HRLC STEEL	1
14	BRACKET – BUMPER TO FRAME R.H.	6.35mm [0.25] HRLC STEEL	1
15	FLOOR	1.9mm [0.075] 14 GA. HRLC STEEL	1
16	HOUSING – FUEL FILL NECK	1.9mm [0.075] 14 GA. HRLC STEEL	1
17	CORNER BRACE – BUMPER TO FRAME	5.3mm [0.21] 5 GA. HRLC STEEL	2

BLIND RIVET FASTENERS

The components listed below must be attached together with a “Blind Rivet” fastener, 6.3mm [.25] diameter with a shear strength of 3600 lb. and tensile strength of 2000 lb., or equivalent weld. Each fastener will require a 6.91mm [.27] to 6.63mm [.26] dia. hole.

PARTS TO BE FASTENED	NUMBER OF FASTENERS	SPACING / LOCATION
Item 5 to 15	48 estimated	101.6mm [4.00] centers on front and rear flange –50.8mm [2.00] stagger on front and rear flange
Item 6 to 15	48 estimated	
Item 7 to Item 15	47 estimated	50.8mm [2.00] centers
Item 5 to Items 8 or 9	6	101.6mm [4.00] centers
Item 6 to Items 8 or 9	6	101.6mm [4.00] centers staggered top to bottom of cross-sill
Item 7 to Items 8 or 9	6	101.6mm [4.00] centers staggered top to bottom of cross-sill
Items 8 or 9 to Items 10 or 11	3 on vertical side of item 10 or 11, 1 on bottom flange	3 fasteners are 76.2mm [3.00] centers
Item 16		50.8mm [2.00] centers

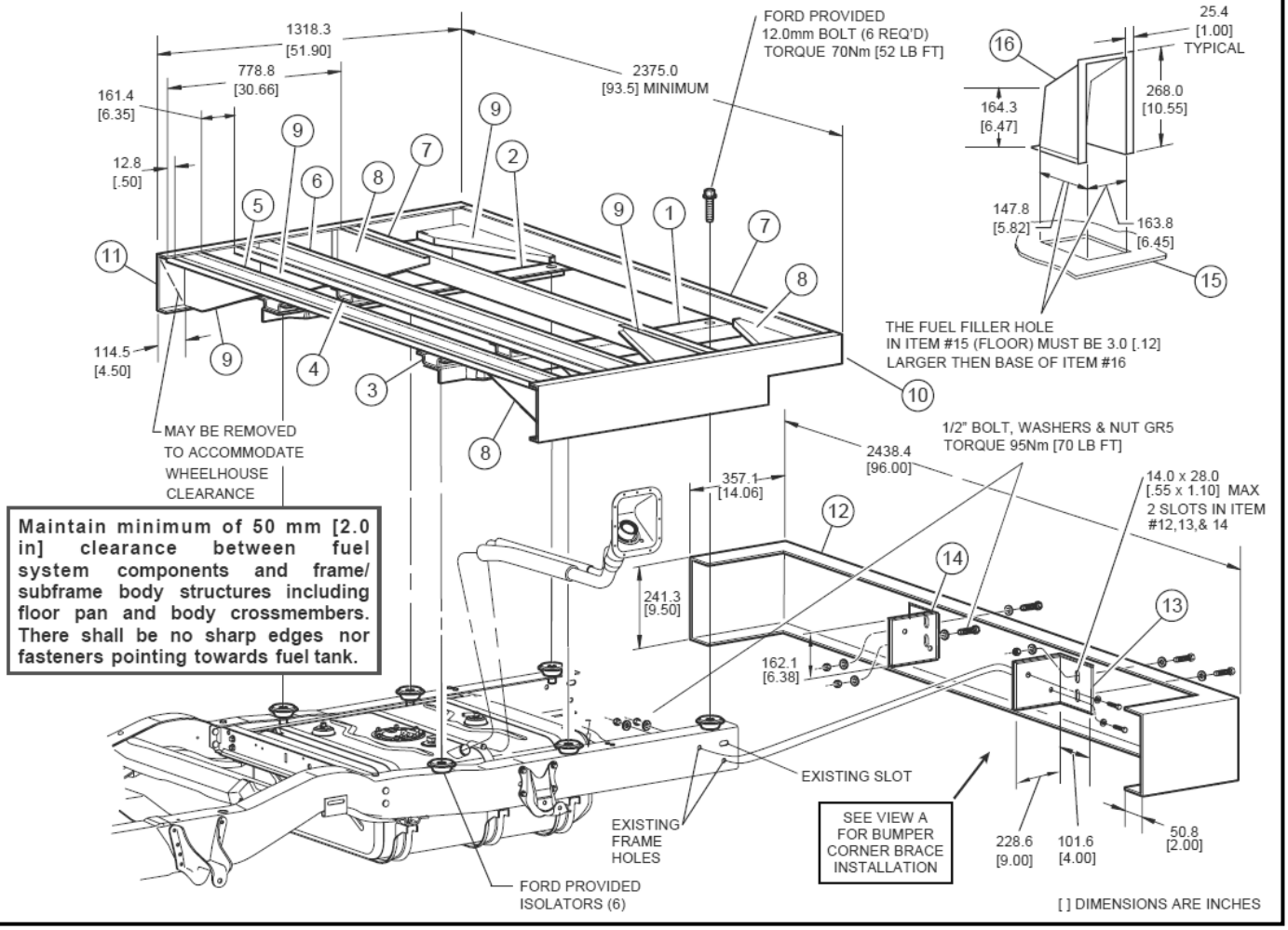


FIGURE 13A - E-SERIES DRW CUTAWAY SECOND UNIT BODY STRUCTURE AND BUMPER FOR SCHOOL BUS

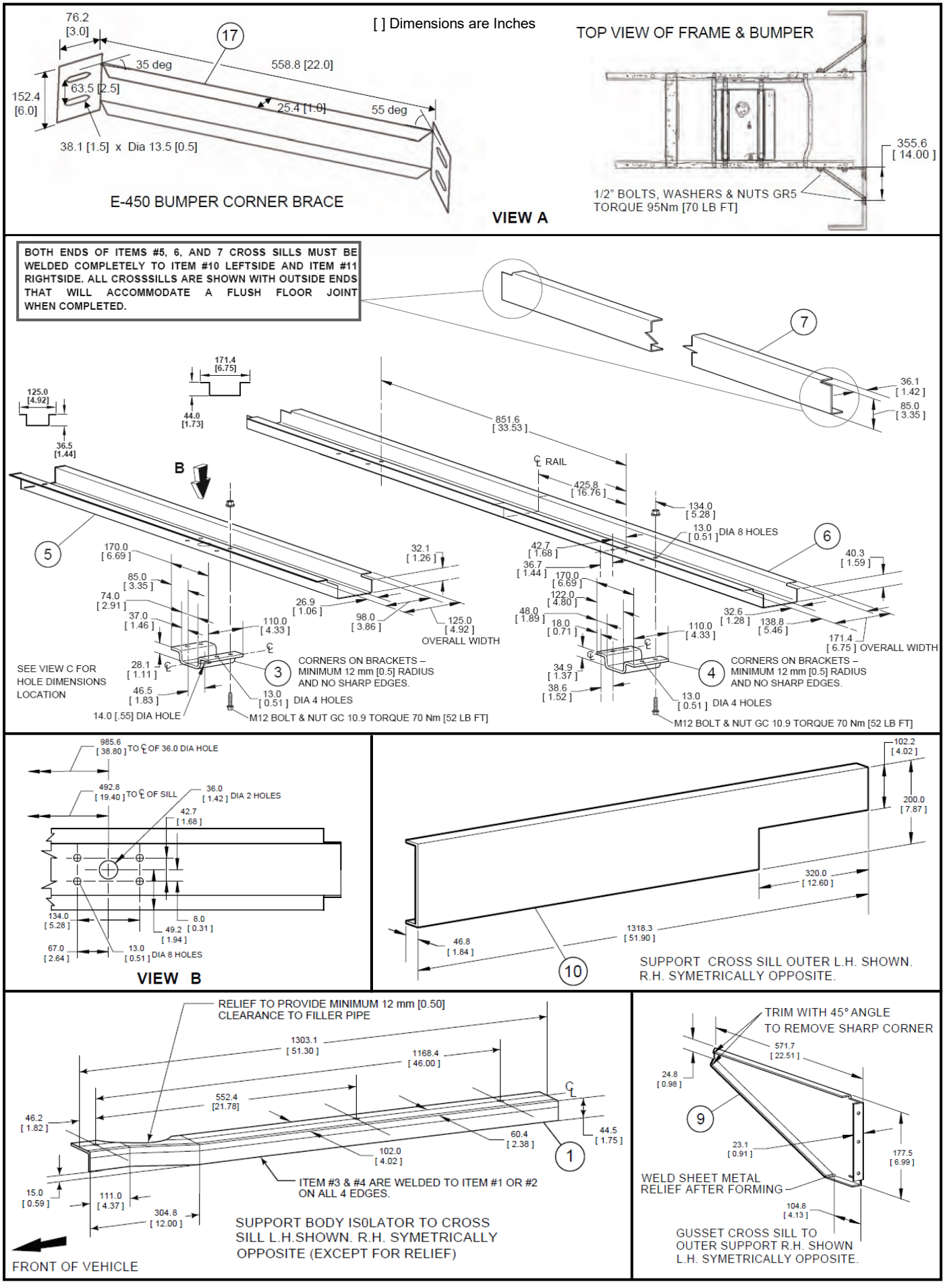

[ ] Dimensions are Inches
E-450 BUMPER CORNER BRACE
TOP VIEW OF FRAME & BUMPER
VIEW A
1/2" BOLTS, WASHERS & NUTS GR5
TORQUE 95Nm [70 LB FT]
BOTH ENDS OF ITEMS #5, 6, AND 7 CROSS SILLS MUST BE WELDED COMPLETELY TO ITEM #10 LEFTSIDE AND ITEM #11 RIGHTSIDE. ALL CROSSSILLS ARE SHOWN WITH OUTSIDE ENDS THAT WILL ACCOMMODATE A FLUSH FLOOR JOINT WHEN COMPLETED.
SEE VIEW C FOR HOLE DIMENSIONS LOCATION
CORNERS ON BRACKETS – MINIMUM 12 mm [0.5] RADIUS AND NO SHARP EDGES.
DIA 4 HOLES
DIA 8 HOLES
OVERALL WIDTH
M12 BOLT & NUT GC 10.9 TORQUE 70 Nm [52 LB FT]
14.0 [.55] DIA HOLE
VIEW B
SUPPORT CROSS SILL OUTER L.H. SHOWN. R.H. SYMETRICALLY OPPOSITE.
RELIEF TO PROVIDE MINIMUM 12 mm [0.50] CLEARANCE TO FILLER PIPE
ITEM #3 & #4 ARE WELDED TO ITEM #1 OR #2 ON ALL 4 EDGES.
SUPPORT BODY IS0LATOR TO CROSS SILL L.H.SHOWN. R.H. SYMETRICALLY OPPOSITE (EXCEPT FOR RELIEF)
FRONT OF VEHICLE
TRIM WITH 45° ANGLE TO REMOVE SHARP CORNER
WELD SHEET METAL RELIEF AFTER FORMING
GUSSET CROSS SILL TO OUTER SUPPORT R.H. SHOWN L.H. SYMETRICALLY OPPOSITE.

FIGURE 13B - E-SERIES DRW CUTAWAY SECOND UNIT BODY STRUCTURE AND BUMPER FOR SCHOOL BUS

VEHICLE IDENTIFICATION

Refer to the "Vehicle Description" section of this manual for additional information. Incomplete vehicles produced by Ford Motor Company require, for certain applications, optional Prep Packages or trim codes which are listed on the Completed Vehicle Types chart.

CANADIAN RADIO FREQUENCY INTERFERENCE (RFI) INFORMATION

All vehicles powered by spark ignition engines (e.g.: gasoline, natural gas, or propane engines) and manufactured in Canada or for sale or use in Canada are subject to Canadian Radiocommunication Regulations per Interference-Causing Equipment Standards (ICES-002) and applicable test method according to "CAN/CSA-C108.4-06". Violation of these regulations is punishable by fine or imprisonment. This Ford-built incomplete vehicle was designed and manufactured to be capable of meeting the regulatory requirements or such modifications thereof as may have been authorized by the Department of Communications. However, because Ford Motor Company has no control over how this incomplete vehicle is completed by subsequent stage manufacturers, Ford Motor Company does not represent that the completed vehicle incorporating the Ford built components will comply with applicable requirements.

The following information is supplied to subsequent stage manufacturers to help them avoid increasing the RFI emissions of this vehicle in the course of completing it.

For any completed vehicle, additional measures may be needed to adequately suppress RFI emissions. Affected components could include spark plugs, ignition wires, ignition coils, ground straps, ignition component shields, accessory drive belts, instrument voltage regulator suppressor assembly, and ignition coil suppressor assembly.

More specifically:

- All components required to suppress RFI emissions, which are removed during service, repair, or completion of the vehicle, must be reinstalled in the manner in which they were installed by Ford Motor Company.
- Shields on ignition coils must remain installed.
- Replacement spark plugs, ignition wires, and ignition coils must be equivalent in their RFI suppression properties to original equipment.
- Electrical grounds on all components must be retained.
- Metallic components installed on the body or chassis must be grounded to the chassis.
- Electrical circuits added to the vehicle must not be installed near the high voltage ignition components.
- Only "static conductive" accessory drive belts should be used. Fan, water pump, power steering, and other belts should be of the OEM type or equivalent that will not build up a static electrical charge.
- Engine compartment wiring must not be rerouted in any manner.
- The Powertrain Control Module (PCM) must not be relocated from the position as installed by Ford Motor Company.

Additional guidance for installing two-way mobile radios can be found via the web at www.fordemc.com/docs/download/Mobile_Radio_Guide.pdf

DAYTIME RUNNING LAMP (DRL)

Compliance representations for CMVSS 108, Lighting System and Retroreflective Devices, are in the "Statements of Conformity" section of this manual. The following items are also required for CMVSS 108 compliance:

- The DRL circuits in the Smart Power Distribution Junction Box (SPDJB) are not to be altered.
- The SPDJB module is not to be repositioned.
- The E-Series Stripped Chassis, when equipped with a SPDJB module configured for Daytime Running Lamps as provided by Ford Motor Company, is designed only for a two headlamp system.

EMISSION CERTIFICATION INFORMATION

CAUTION:

U.S.:

Vehicles are emission certified for registration in specific areas of the United States. For example, **vehicles certified and labeled for sale in California can not be sold in the states that require Federally certified vehicles and these vehicles certified to Federal standards can not be sold in states that require California certified vehicles.** It is the subsequent stage manufacturer's responsibility to purchase a vehicle certified for the state/area in which the vehicle will be sold. EPA has stated that under certain circumstances they will not enforce these requirements. For further guidance consult EPA's "policy on cross border sales requirements. of California vehicles."

CANADA:

If the completed vehicle is intended for sale or use in Canada, the intermediate or final stage manufacturer must insure that the incomplete vehicle is ordered through a Canadian dealer or is ordered from Ford Motor Company with the appropriate Canadian market option code. Failure to do so may result in an incomplete vehicle that is built with an emissions system and labeling that are not in compliance with the requirements of the Canadian Environmental Protection Act

IMPORTANT:

It is the responsibility of the body builder, installer, or subsequent stage manufacturer to ensure that the maximum completed vehicle curb weight and frontal area specified by Ford Motor Company are not exceeded. If these restrictions are exceeded, or if the vehicle is modified such that it will not comply with applicable emission standards throughout its useful life, the body builder, installer, or subsequent stage manufacturer will be considered a manufacturer for purposes of complying with U.S. Federal, California, or Canadian exhaust and evaporative emission requirements, and Federal fuel economy standards, labeling, and certain other requirements.

VEHICLE EMISSION CONTROL INFORMATION LABEL

To meet United States Environmental Protection Agency regulations, the Vehicle Emission Control Information (VECI) label must be affixed in the engine compartment in a location that is readily visible after installation and in such a manner that it cannot be removed without destroying or defacing the label. The label shall not be affixed to any equipment that is easily detached from the vehicle.

When the VECI label is supplied, but not attached to the vehicle, it must be permanently mounted in a readily visible location to meet the preceding requirements.

- The Cutaway VECI label is affixed to the forward underside of the engine hood.
- The Stripped Chassis VECI label is affixed to the forward face of the birdcage structure that supports the instrument panel and steering column.

For Canadian requirements, consult On-Road Vehicle and Engine Emission Regulations (SOR).

IMPORTANT:

For purposes of Government Regulation, a body builder, installer, or any subsequent manufacturer may be considered a manufacturer.

NOTE:

Although not required to meet Emissions Standards, completed E-series vehicles do have Frontal Area Restrictions to ensure optimal vehicle performance. For additional information, review SVE Bulletins and the E-Series Body Builders Layout Book, and if necessary, contact the Body Builder Advisory Service at https://fordbbas.com.

FRONTAL AREA AND WEIGHT RESTRICTIONS

Incomplete vehicles with engines certified using heavy-duty engine protocol are not limited by weight and frontal area restriction for exhaust emissions.

It is important that the final stage manufacturer observe vehicle weight restrictions from vehicle safety requirements, etc., which are located elsewhere in this manual.

EMISSION CONTROL HARDWARE

Any body builder, installer, or subsequent stage manufacturer must assure that all emission control hardware furnished with incomplete vehicles is on the vehicle and is operational and that applicable instructions for incorporating such hardware into the completed vehicle's electrical or mechanical systems are strictly followed.

Further, to avoid any question of certification coverage, approval of any modification or use of an engine or vehicle which may alter or render inoperative any of the emission control components must be obtained from the United States Environmental Protection Agency by the manufacturer making such modification or use prior to distribution, sale, offering for sale, introduction, or delivery for introduction of the subject vehicle into U.S. commerce. Additionally, the manufacturer making such modification or use must obtain approval from the California Air Resources Board if the new vehicle will be delivered for sale or use in the State of California.

UNLEADED GASOLINE LABEL

Regulations no longer require the manufacturer to affix permanent labels reading "Unleaded Gasoline Only" or "Unleaded Fuel Only" to vehicles destined for sale in the United States or Canada. Such labels may, however, be required for vehicles sold into other markets. It is the responsibility of the body builder, installer, or any subsequent manufacturer to properly label vehicles for the market in which they are sold.

WARRANTY AND MAINTENANCE

A copy of the appropriate Ford Owner's Manual and Warranty Guide must be installed in every vehicle prior to sale to the ultimate purchaser in order to provide emission systems warranty information and maintenance schedules. It also provides, where required by EPA noise control regulations for vehicles with GVWR over 4536 kg [10,000 lb.], noise emissions warranty information, instructions for maintenance, use, and repair of vehicle noise emission control systems, a maintenance record format, and list of prohibited tampering acts.

EXTERIOR NOISE

New vehicles with a gross vehicle weight rating in excess of 4536 kg [10,000 lb.], with a partially or wholly enclosed operator's compartment and manufactured for use in the United States, as completed, must comply with U.S. Environmental Protection Agency exterior noise emission regulations for medium and heavy trucks (40 CFR Part 205, Subpart B) which establish a noise emission limit of 80 dB(A).

- The noise label attached to incomplete cutaway vehicles reflects the results of noise testing of these vehicles as shipped by Ford Motor Company.
- The Stripped Chassis as built by Ford Motor Company is too incomplete to constitute a regulated vehicle and Ford Motor Company does not represent that it complies with those regulations. With respect to the Stripped Chassis, it is the responsibility of the subsequent stage manufacturer of that vehicle at the time it first conforms to the regulatory definition of "vehicle" to comply with the requirements imposed upon manufacturers by these regulations.

TAMPERING WITH NOISE CONTROLS

Federal law prohibits the removal or rendering inoperative by any person, other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into such vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use. Federal Law also prohibits the use of such vehicle after such device or element of design has been removed or rendered inoperative by any person. Among those acts presumed to constitute tampering are the acts listed below:

- Removal of fender apron absorbers, fender apron barriers, underbody noise shields, or acoustical absorptive material.
- Removal of or rendering inoperative the engine speed governor so as to allow engine speed to exceed manufacturer's specifications.
- Removal or modification of air duct, air intake choke or silencer, air cleaner, or air cleaner element.
- Removal of, or rendering inoperative, exhaust system components including the catalyst inlet pipe, muffler, outlet pipe, resonator, or diffuser.
- Removal of the fan shroud. Removal of or rendering inoperative the fan clutch.

New vehicles manufactured for sale in Canada must comply with applicable provisions of Canada Motor Vehicle Safety Standard 1106, Noise Emissions.

EVAPORATIVE EMISSIONS

All Federal light and heavy duty trucks and all California vehicles with gasoline engines are required to comply with evaporative emissions requirements established by the Environmental Protection Agency or the California Air Resources Board. Production fuel systems supplied on incomplete trucks manufactured by Ford Motor Company comply with these requirements. If the subsequent stage manufacturer adds to or modifies the air intake system or fuel system in any manner, it becomes the responsibility of the modifier to assure compliance with the applicable regulations.

HIGH ALTITUDE REQUIREMENTS

United States Environmental Protection Agency regulations do not contain unique emission certification requirements for trucks that will be sold or delivered to customers for principal use above 1,219 m [4,000 ft].

MALFUNCTION INDICATOR LIGHT (MIL)

The "Malfunction Indicator Light" is used to indicate malfunctions of the engine's emission control system and certain powertrain emissions-related components.

- For Cutaways, the MIL is Ford installed and operational in the instrument panel.
- For Stripped Chassis, the MIL is installed in the instrument cluster, which is shipped in the dunnage box. If an alternate cluster is utilized, the final stage manufacturer must install an operational MIL in the instrument cluster. The MIL must be located on the driver's-side instrument panel, be of sufficient illumination and location to be readily visible under all lighting conditions and shall be amber in color when illuminated. The MIL, when illuminated, shall display the phrase "Check Engine" or "Service Engine Soon". The word "Powertrain" may be substituted for "Engine" in the previous phrases. Alternatively, the ISO engine symbol may be substituted for the word "Engine" or for the entire phrase. This is a requirement for emission certification.

OZONE DEPLETING SUBSTANCE (ODS)

The Clean Air Act of 1990, Section 611 requires any product (i.e., completed vehicle) containing or manufactured with any Class I Ozone Depleting Substance on, or after, May 15,1993 must be identified with a "clearly and conspicuously attached label."

Ford Motor Company has eliminated Class I ODS from its manufacturing processes. All Ford Truck incomplete vehicles will not have Class I ODS content.

Manufacturers, including subsequent stage manufacturers, are required to label their products if the product, including any component (whether manufactured by that manufacturer or not), contains a Class I ODS or if the manufacturer used a Class I ODS in the manufacturing of the product. If a vehicle is so affected by a Class I ODS, that information must be placed on a product warning label. See EPA regulations on wording, placement, size, and combining labels; in Canada consult the appropriate Provincial or Territorial Ministry of Environment.

CALIFORNIA FUEL VAPOR RECOVERY

California regulations require that the vehicle fuel systems be designed to accommodate a vapor recovery fueling nozzle including unobstructed access to the fill pipe. Fuel filler pipes installed as shown in Figure 12 will comply with the "Specifications For Fill Pipes and Openings of Motor Vehicle Fuel Tanks" referenced in Title 13 California Administrative Code provided no part of the aftermarket body, as installed, intrudes within a 254 mm [10 in] radius cylinder which has its axis parallel to the ground at point "Z" (Figure 12 illustrates a typical point Z). The cylindrical zone uses the axis described above, starts at the outer most surface of the Ford supplied fuel filler housing, and projects outward (away from the frame). The fuel pipe housing component is shown on the referenced figures and is attached to the aftermarket body via 3/16 inch diameter rivets.

CALIFORNIA MOTOR VEHICLE EMISSION CONTROL LABEL

To meet California emission certification regulations, the Vehicle Emission Control Information (VECI) label must be welded, riveted, or otherwise permanently attached to an area within the engine compartment or to the engine in such a way that it will be readily visible to the average person after installation of the engine in a vehicle. In selecting an acceptable location, the manufacturer shall consider the possibility of accidental damage (e.g., possibility of tools or sharp instruments coming in contact with the label). The label shall be affixed in such a manner that it cannot be removed without being destroyed or defaced, and shall not be affixed to any part which is likely to be replaced during the vehicle's useful life. For motor vehicles rated at 6350 kg [14,000 lb.] GVWR or less, the label shall not be affixed to any equipment which is easily detached from the vehicle. As used in these specifications, readily visible to the average person shall mean that the label shall be readable from a distance of 460 mm [18 in] without any obstructions from vehicle or engine parts (including all manufacturer available optional equipment), except for flexible parts, (e.g., vacuum hoses, ignition wires). Alternately, information required by these specifications to be printed on the label shall be no smaller than 8-point type size provided that no vehicle or engine parts (including all manufacturer available optional equipment), except for flexible parts that can be moved out of the way without disconnection, obstruct the label.

Completed vehicles for retail sale in California require a machine-readable Vehicle Identification Number (VIN) barcode label made of paper, plastic, metal, or other permanent material which shall be affixed in a readily visible location to either the door-latch post next to the driver's seating position, the door edge that meets this door-latch post, or above the instrument panel in a location clearly visible through the lower left corner of the windshield.

- All Cutaway incomplete vehicles will conform to this standard.
- For Stripped Chassis, conformity with CARB Motor Vehicle Emission Control Label specifications for VIN label cannot be determined based upon the components supplied on this incomplete vehicle. Accordingly, Ford Motor Company makes no representation as to conformity with this requirement.

For the VECI and VIN labels, sufficient clearance shall be provided to use a non-contact barcode reading wand. For the VECI label, the label and any adhesives used shall be designed to withstand typical vehicle environment conditions in the area where the label is attached for the vehicle's total expected life. Typical vehicle environmental conditions shall include, but are not limited to, exposure to engine lubricants and coolants (e.g., gasoline, motor oil, brake fluids, water, ethylene glycol), under hood temperatures, steam cleaning, and paints or paint solvents.

RADIO FREQUENCY INTERFERENCE (RFI)

The ignition system on your vehicle has been designed to be capable of compliance with RFI requirements established by the Canadian government. However, because Ford Motor Company has no control over how an incomplete vehicle is completed by subsequent stage manufacturers, Ford Motor Company does not represent that the completed vehicle incorporating the Ford-built components will comply with those requirements. Any ignition system component (i.e.: spark plugs, ignition wiring, coil suppressor assembly, etc.) that is replaced should be replaced by the same Ford Motor Company part number or equivalent to maintain RFI suppression.

While there are currently no RFI regulations in the United States specifically applicable to automotive ignition systems, all Ford Motor Company trucks built with an ignition system use the same or equivalent components to those supplied on Canadian vehicles.

Ford Motor Company recommends that all ignition system service be performed at a Ford authorized service facility to help hold RFI emissions levels to a minimum. Additional RFI information is contained in the "Canadian Vehicles" section of this manual.

Devices that emit radio frequency (RF) energy such as AM/FM radios, mobile telecommunications systems (two-way radios, telephones), and radio controlled security systems are subject to the rules and regulations of the Federal Communications Communication (FCC), including 47 CFR Parts 2 and 15. Any such system installed in a vehicle should comply with those rules and should be installed only by a qualified technician. In addition, to ensure continued compliance with the FCC's regulations, RF devices must not be modified or changed in a manner not expressly approved by Ford Motor Company. RF devices particularly, if not properly installed, may adversely affect the operation of the vehicle. For example, such systems when operated may cause the engine to stumble or stall. In addition, such systems themselves may be damaged or their operation affected by the operation of the vehicle. (Citizens Band [CB] transceivers, garage door openers, and other transmitters whose power output is 5 watts or less, ordinarily will NOT affect vehicle operation.) Because Ford Motor Company has no control over the operation or manufacture of such systems or their installation, Ford Motor Company cannot assume responsibility for any adverse effects or damage if this equipment is used.

Additional guidance for installing two-way mobile radios can be found via the web at www.fordemc.com/docs/download/Mobile_Radio_Guide.pdf.

GREEN HOUSE GAS (GHG) REFRIGERANT REGULATION

Cutaway Chassis:

- EPA limits refrigerant leakage to 11.0 grams per year or 1.50% of the refrigerant capacity per year, whichever is greater, per 40CFR 1037.115(e). This vehicle, when completed, will meet the leakage standard in 40CFR 1037.115(e) if no alterations are made to the vehicle air conditioning system as delivered and no additional air conditioning systems are added.
- CARB
  - The state of California limits the air conditioning refrigerant leak rate to 11.0 grams per year or 1.50 percent of the nominal refrigerant charge per year, whichever is greater, per 17 CCR § 95663.
  - This vehicle, when completed, will meet the leakage standard in 17 CCR § 95663 if no alterations are made to the vehicle air conditioning system as delivered and no additional air conditioning components are added.
  - If additional air conditioning components are added by a secondary vehicle manufacturer, or if the air conditioning system is otherwise modified by the secondary vehicle manufacturer, the final completed system must meet the leakage standard in 17 CCR 95663.

Stripped Chassis with A/C Prep Package:

- EPA limits refrigerant leakage to 11.0 grams per year or 1.50% of the refrigerant capacity per year, whichever is greater, per 40CFR 1037.115(e). This vehicle has an incomplete A/C system which needs to be completed by the final stage manufacturer to meet the leakage requirements. Ford will work with the final stage manufacturer under a delegated assembly contract to ensure the complete vehicle complies with 40CFR 1037.115(e).
- CARB
  - The state of California limits the air conditioning refrigerant leak rate to 11.0 grams per year or 1.50 percent of the nominal refrigerant charge per year, whichever is greater, per 17 CCR § 95663.
  - Section 1037.621 (Delegated assembly) of the Phase 2 GHG Procedures applies. Ford will work with the final stage manufacturer under a delegated assembly contract to ensure the complete vehicle complies with the leakage standard in 17 CCR 95663.

Stripped Chassis without A/C Prep Package:

- EPA limits refrigerant leakage to 11.0 grams per year or 1.50% of the refrigerant capacity per year, whichever is greater, per 40CFR 1037.115(e). This vehicle has been produced without any air conditioning components. If an air conditioning system is added by a secondary vehicle manufacturer, the final completed system must meet the leakage standard in 40CFR 1037.115(e).
- CARB
  - The state of California limits the air conditioning refrigerant leak rate to 11.0 grams per year or 1.50 percent of the nominal refrigerant charge per year, whichever is greater, per 17 CCR § 95663.
  - This vehicle has been produced without any air conditioning components.
  - If an air conditioning system is added by a secondary vehicle manufacturer, the final completed system must meet the leakage standard in 17 CCR 95663.

Please reference the vehicle 'Body Builder Layout Book' for the refrigerant systems leakage information.

FORD MOTOR COMPANY
THE AMERICAN ROAD
DEARBORN, MI 48121

FORD MOTOR COMPANY OF CANADA LIMITED
THE CANADIAN ROAD
OAKVILLE, ONTARIO L6J 5E4

Please Recycle